

Railway Age

SEPTEMBER 4, 1943

SEP 8 1943

Founded in 1856

THE FIVE SECONDS
THAT SAVE
HALF AN HOUR

Timken makes heavy
gun tubes from Seam-
less Steel Tubing

*Time was already of
the essence...*

*Solemnly, we had promised to be-
come the "arsenal of democracy"
...to arm our friends against our
mortal enemies.*

And we had to HURRY, HURRY.

*But now the Japanese had poured
their fury upon Pearl Harbor and
it was no longer a matter of "cash
and carry" or lend-lease or fron-
tiers on the Rhine. American men
and women and materials had to*

*DO more and do it faster, better,
than it had ever been done before.*

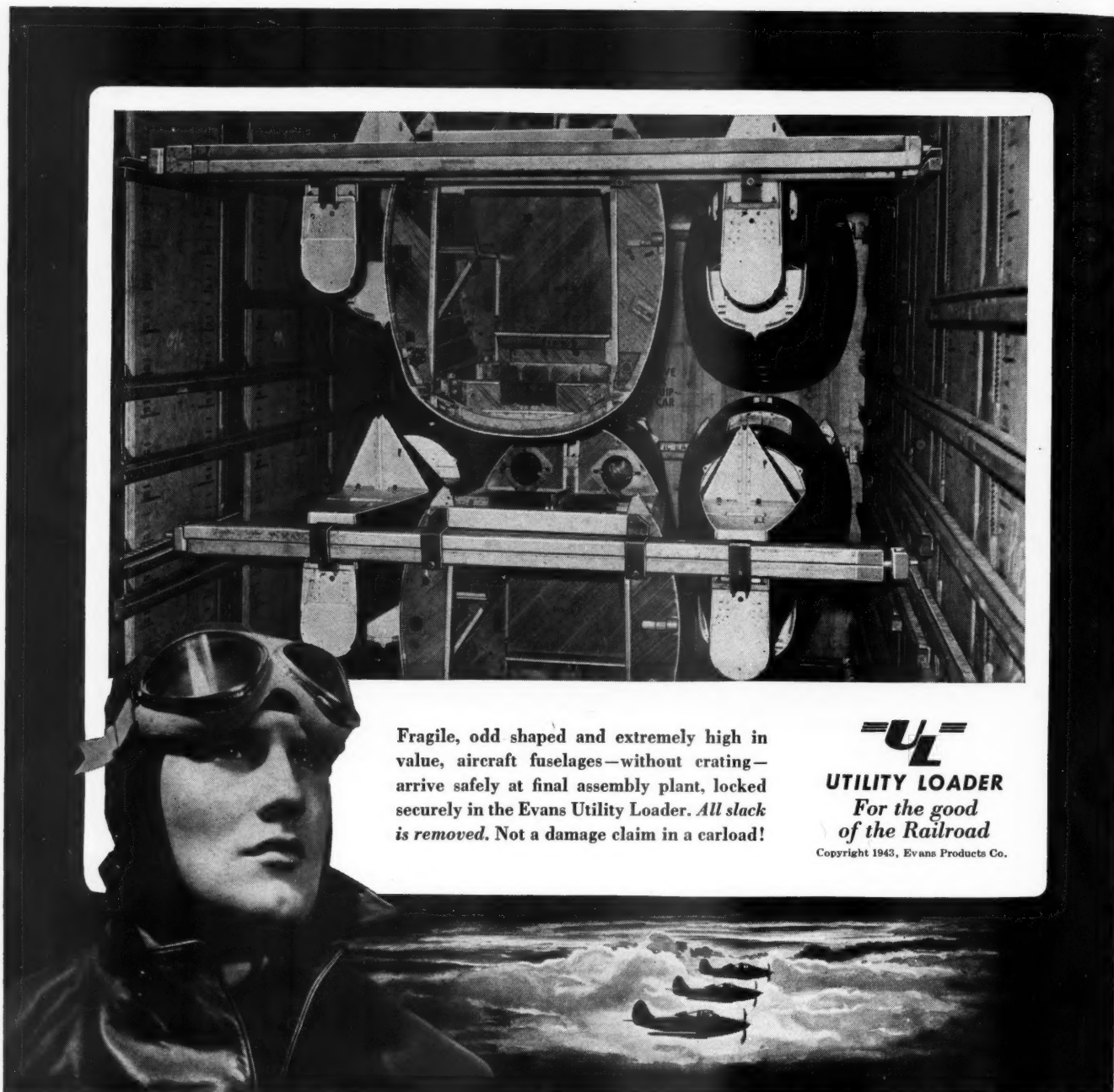
*American lives — AMERICA'S
LIFE — depended on it.*

The sheet of flame in the above picture is but one step in a secret process developed by The Timken Roller Bearing Company by which heavy gun tubes are made from Timken Seamless Steel Tubing—at almost incredible savings of time and steel. The breech end of a 75 mm gun tube is being forged in five seconds... an oper-

ation that once required half an hour of vital time, made much scrap of scarce alloy steel.

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Railway Age

With which are incorporated the Railway Review, the Railroad Gazette and the Railway Age-Gazette. Name registered U. S. Patent Office.

Vol. 115

September 4, 1943

No. 10

In This Issue

PUBLISHED EACH SATURDAY BY THE SIMMONS-BOARDMAN PUBLISHING CORPORATION, 1309 NOBLE STREET, PHILADELPHIA 23, PA., WITH EDITORIAL AND EXECUTIVE OFFICES AT 30 CHURCH STREET, NEW YORK 7, N. Y. AND 105 W. ADAMS STREET, CHICAGO 3, ILL.

WASHINGTON 4, D. C.: 1081 NATIONAL PRESS BUILDING, CLEVELAND 13: TERMINAL TOWER SEATTLE 1: 1038 HENRY BUILDING, SAN FRANCISCO 4: 300 MONTGOMERY STREET, ROOMS 905-906. LOS ANGELES 14: 530 WEST 6th STREET.

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SUBSCRIPTIONS, INCLUDING 52 REGULAR-WEEKLY ISSUES, AND SPECIAL DAILY EDITIONS PUBLISHED FROM TIME TO TIME IN NEW YORK OR IN PLACES OTHER THAN NEW YORK, PAYABLE IN ADVANCE AND POSTAGE FREE. UNITED STATES, U. S. POSSESSIONS AND CANADA: 1 YEAR \$6.00; 2 YEARS, \$10.00; FOREIGN COUNTRIES, NOT INCLUDING DAILY EDITIONS: 1 YEAR, \$8.00; 2 YEARS, \$14.00. SINGLE COPIES, 25 CENTS EACH. H. E. McCANDLESS, CIRCULATION MANAGER, 30 CHURCH STREET, NEW YORK 7.

Union Pacific Installs C.T.C. on 175 Miles of Single Track.....

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In a 7-day period in June, 1943, 95 per cent more loaded cars were handled westbound and 130 per cent more empty eastbound than in a similar period a year before—and this, through mountainous desert country between Yermo and Las Vegas where long heavy grades formerly reduced track capacity and necessitated slow speeds.

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The Transportation Act of 1940 provided that the Board of Investigation and Research make various transportation studies—Roller bearings was one subject for such inquiry, and this article summarizes a report presented to this end.

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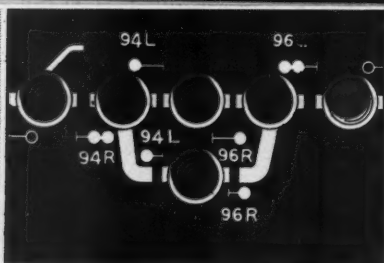
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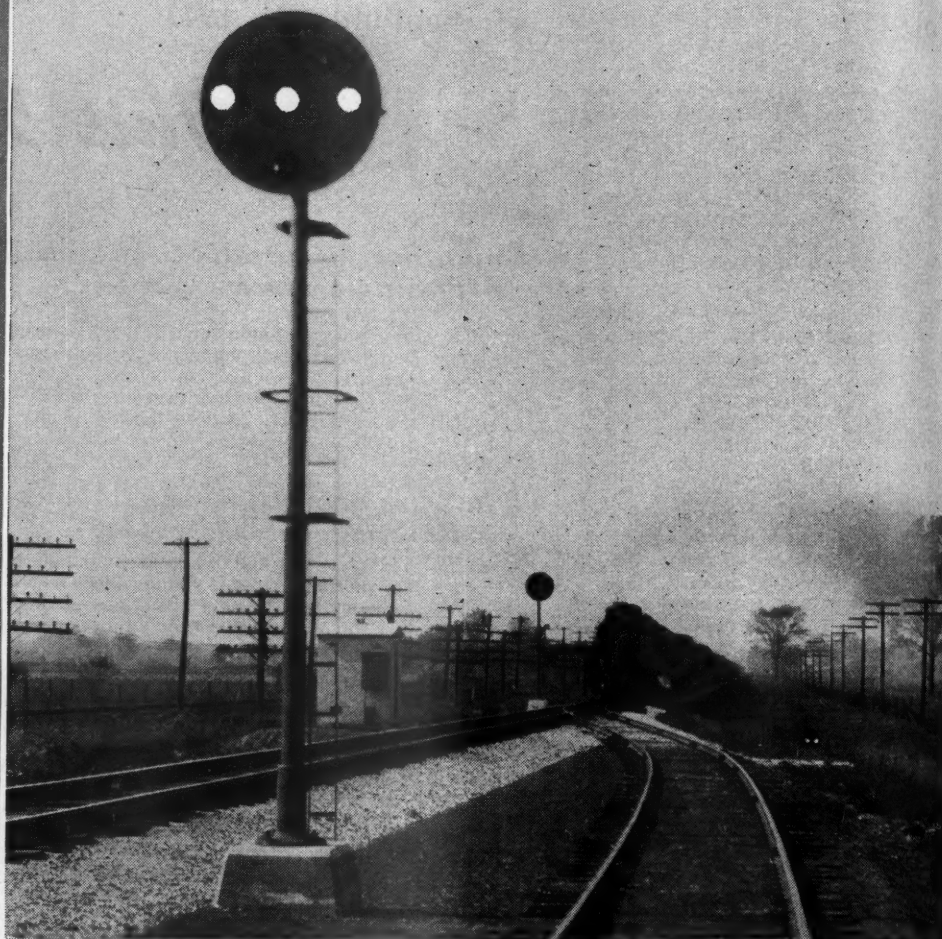
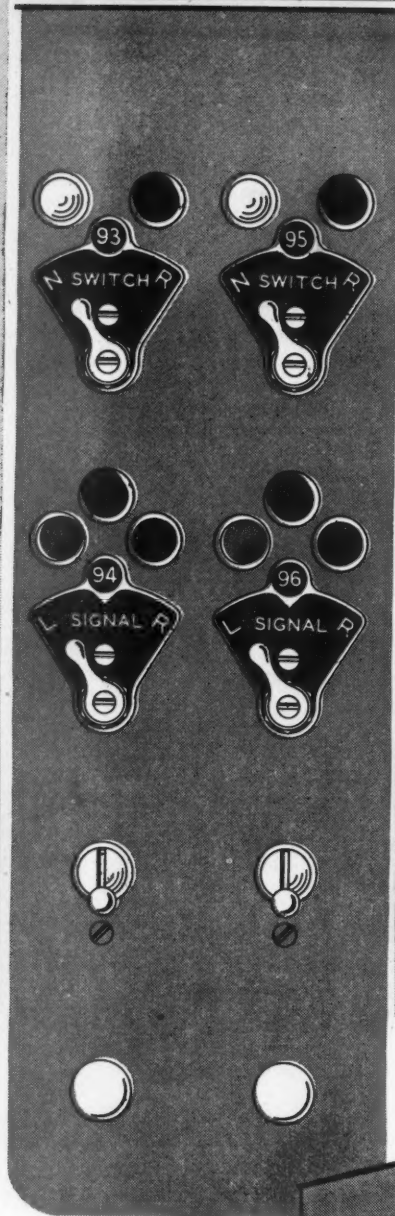


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The Week at a Glance

CONCESSIONS TO FIREMEN: The Eastern railroads have taken the hint conveyed by President Roosevelt, and have granted wage-rate concessions above and beyond those which an emergency board decided would be just in the "Diesel pay" case. It will be remembered that, when the board's finding was announced, the President let it be known that the report was "quite unsatisfactory" to the B. of L. F. & E., and that he thought this dissatisfaction called for further consideration by the carriers of the union demands. There have been quite a number of emergency board decisions which were "quite unsatisfactory" to the railroads, but none has yet been remanded by the President on that account. The grants by the Eastern railroads, over and above those judicially-decided as fair, are recorded in a short article in this issue.

INNOVATION ON THE Q: The Burlington has in operation a "reference service," whose functions are described in a short article in this issue. What the bureau does is to assemble in convenient form all useful published information—statistical, historical, technical—on the Burlington and the railroads generally, making it instantly available to those who need it. The service not only saves a great deal of effort, and duplication thereof, by eliminating the necessity for extensive inquiry by individuals when they need such information—but also, by making information easily obtainable, it encourages action and statements based on facts. The service is particularly useful in relations with the press, and in facilitating factual speech-making by Burlington officers.

NO TIE-UP AT N.Y.: Sensational reports of alleged congestion of, and delay to, export freight in New York appeared last week-end on the front pages of local newspapers—and the district War Manpower Commission office appealed excitedly for volunteer freight handlers to diminish the accumulation. There were soon more such helpers waiting for work than there was freight to handle. The manpower situation is actually, "tight"—but there has not as yet been any undue delay to export freight because of it; and the federal watch-dogs might have been better advised, perhaps, if they had held back from crying "Wolf" until the critter actually appeared.

GOVERNMENT AS EMPLOYER: In Soviet Russia, despite the increase in working hours to 12 a day, the aggregate wages paid are not any higher than before the war. In this country, by contrast, annual wage payments rose from \$48 billions in 1939 to \$84 billions in 1942 and are probably now about \$100 billions. The average railroader received \$160 a month and is now getting about \$200. An editorial herein cites these facts to show the contrast between the position of labor where

hundreds of private employers are available—and, on the other hand, where the government has all the jobs. It is suggested that organized labor, in its own interest, might be somewhat more zealous than it is in preventing the drift of the economy into socialism. The only way to keep private employers in business is to let them make enough money to stay in.

TRAVEL INCREASE: Everybody knows that passenger traffic is heavier than it ever was before, but how many realize that the rate of increase is still mounting? Consider this: In the first five months of this year travel volume was 260 per cent above the same months in 1940, but in May of this year the increase over May, 1940, was 312 per cent. Traffic statistics for June are not yet available, but passenger earnings in June indicate that average daily passenger traffic was 14 per cent more than in May. The leading editorial in this issue presents these and other significant facts about the growth in passenger movement—in which cumulative discomforts have yet produced no diminution.

UNPOPULAR WITH COLLEGES: The railroads are poor competitors, compared to other industry, in attracting into employment promising students from engineering schools—and engineering educators tell why, in an article herein summarizing their opinions. One leader in this field reports that an engineering graduate "will do better in most railroad work if he keeps his college experience under his hat." Another reveals that "since the demand from the railroads for technically-trained men is insignificant," the schools have turned their attention to industries which afford real openings for their graduates.

NO MONOPOLY ON ABILITY: The educators understand that it is not college students alone who are equipped for useful careers in railroad leadership—but a tough technical schooling is a weeding-out process, and it is a pretty safe bet that the lads who are able to survive to graduation will present a selection of far-better-than-average ability. Choosing good men by other means is, of course, possible—but is it not likely to cost more, and can one be as assured of the results? At any rate, most of the large and successful industrial concerns compete actively with each other for the higher-type students—and a practice which they have found productive might be a good one for the railroads to pursue somewhat more vigorously than they have.

SCRAP STILL NEEDED: The short-term scrap outlook for steel production is good, but the long-term prospect is not so hot—such is a report conveyed in our editorial pages. Dwindling supplies from the automotive field, the lack of success of the scrap drive among farmers, the folding-up of small scrap dealers—these are among the adverse factors.

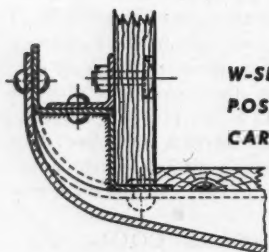
WHERE CTC IS WELCOME: The heading on this paragraph is a gross understatement, as is evident when one considers the traffic the 625-mile single track U. P. line between Daggett, Calif., and Salt Lake City is handling—and now 176 miles of this line in mountainous territory, with heavy grades, have been equipped with C. T. C. An illustrated article in this issue reveals the difficult physical characteristics of this district, reports traffic conditions and operating practices, describes the C. T. C. installation, and recounts its accomplishments. Among these may be mentioned: Freight train time over the district reduced from 13 hours plus to 10 hours, with a car-mileage increase of more than 100 per cent. Better train performance has also relieved the pressure on locomotives.

KEEPING CARS COOL: One road as reported in a short article herein, has solved its problem of maintaining a supply of air-conditioning refrigerant (scarce, because of a lack of sufficient containers) by developing its own containers, so those of the manufacturer can be returned without delay. Effort to keep air-conditioning functioning—especially in newer cars with immovable windows—is certainly worthwhile, from a humanitarian as well as a public relations standpoint. It would be hard to find a more uncomfortable place this side of the nether regions than a crowded, strictly modern, air-conditioned car gone hot in summer, with no provision at all for adequate alternative ventilation.

STANDEES IN TRAINS: The O.D.T. has put out a report, summarized herein, compiled from information provided by the railroads, which reveals the present status of travel congestion on passenger trains. The S. P., which has been requiring reservations for coach travel on its Pacific lines since mid-July, reports that the practice has eliminated crowding and has spread traffic more evenly throughout the week. The situation is quite different elsewhere—one road reporting that it is packing them in the aisles to the capacity thereof, and leaving 100 to 500 customers behind every day, at one of its stations. Middle Western lines are fearful that the 25 per cent reduction in gasoline rations is going to make bad matters worse.

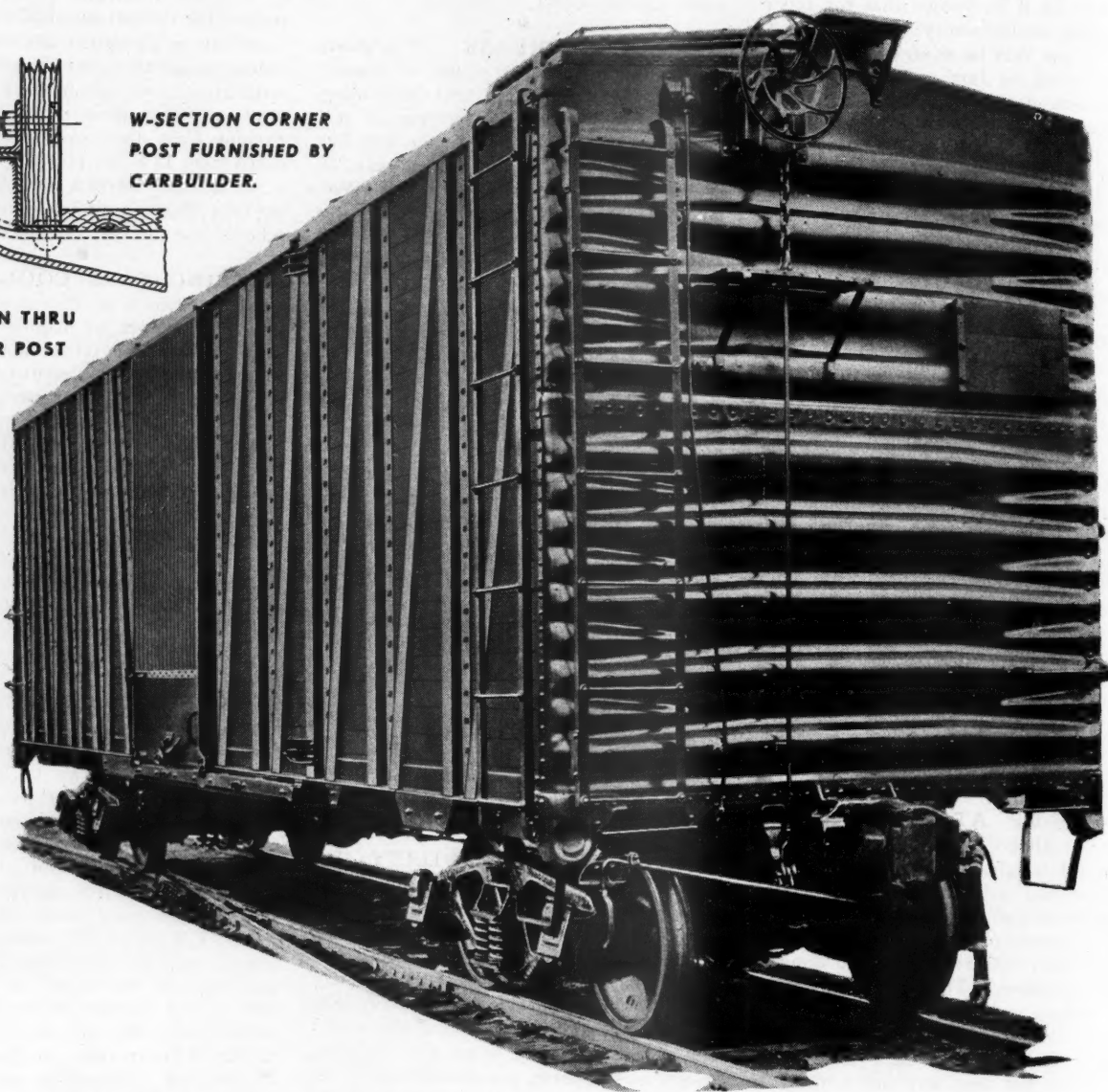
THE RRs ARE GROUNDED: While every serious and disinterested student of transportation urges that the various transportation agencies be integrated—to avoid wasteful invasion by each of transportation jobs for which others are economically better fitted—the Civil Aeronautics Board goes beyond the word of the law to proclaim "a well-established national policy that the various forms of transportation should be mutually independent," as reported in the news pages herein. All the law actually says on this point is that acquisition of airlines by other forms of transportation must not restrain competition and must be in the public interest,

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BUILT TODAY WHICH WILL BE CONVERTED TO
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RAILWAY AGE

A 300 Per Cent Increase in Travel

The rapidity with which the increase in military and civilian travel is still accelerating is indicated by the fact that, while in the first five months of 1943 the passenger traffic handled by the railways was 260 per cent greater than in the first five months of 1940, in May—the latest month for which data are available—it was 312 per cent greater than in May, 1940. The comparison between May, 1940, and May, 1943, is significant, because May, 1940, was the last month before our government began its preparations for war.

Traffic statistics for June are not yet available, but—although it was a 30-day month—passenger earnings in that month exceeded all previous monthly records, and indicate that traffic handled per day was 14 per cent greater than in May.

All who travel know that stations and trains are crowded. But few realize how positively enormous the increase in passenger traffic handled by the railways has been. The number of *passengers carried* in May in the last four years was: 1940, 36 million; 1941, 39 million; 1942, 52 million; 1943, 72 million. The average distance traveled by each passenger has doubled. Hence, the increase in *passenger-miles* (passengers carried one mile) has been relatively twice as great as the increase in number of passengers. Passenger-miles in May were 1 billion 700 million in 1940; 2 billion 140 million in 1941; 3 billion 800 million in 1942; and 7 billion in 1943—more than *four times* as great in 1943 as in 1940.

Because of government restrictions on car building, this huge increase in traffic has had to be handled, not only without any increase, but with an actual small decrease, in passenger-carrying cars. The numbers of passenger-carrying cars at the beginning of 1940 and 1943 were as follows: 1940, coaches, 17,644; combination cars, 3,003; parlor and sleeping cars (including Pullman), 7,470; total, 28,117; 1943, coaches, 17,358; combination cars, 2,889; parlor and sleeping cars (including Pullman), 7,460; total, 27,707. At the beginning of 1920, when travel by rail was the largest prior to the present war period, there was 41,733 cars available for carrying passengers. In the first five months of 1943, with one-third less cars available, the railways handled 81 per cent more traffic than in the same 1920 months.

Large as has been the increase in travel by rail in the country as a whole, the increases in some regions have been relatively much larger. The increases by regions in May, 1943, over May, 1940, were: New England, 175 per cent; Great Lakes, 191 per cent; Central Eastern, 204 per cent; Northwestern, 286 per cent; Central Western, 433 per cent; Southern, 524 per cent; Southwestern, 593 per cent; Pocahontas, 610 per cent.

Although most trains are crowded, the increase in the average number of passengers occupying each car has been nowhere as great relatively as the increase in the volume of traffic handled. Average number of passengers per car in May was 13 in 1940; 15 in 1941; 22½ in 1942; and 31 in 1943. Thus, while the total traffic handled in May, 1943, was more than *four times* as large as in May, 1940, the average number of passengers carried in each car was less than two-and-one-half times as large—showing that success in handling the increased load has been very largely due to speedier movement of cars.

People have been warned in every practicable way that they should travel as little as possible. The foregoing facts show why the warnings have been given; also, how little they have been heeded. Inconveniences and discomforts constantly increase; but there is no remedy excepting a reduction of travel.

Efficiency
FOR VICTORY

When Government Is the Only Employer

There is no group in the community which stands to lose so much as organized labor, if present trends in this country should persist, and the federal government should become the sole, or even the principal, employer. Labor organizations can thrive only under capitalism, because in a capitalist country, there are many private employers who compete among themselves for labor, facing a union which has a partial monopoly of the supply that these private employers must have. The bargaining position of labor (and, hence, the wages and working conditions it can exact) is, accordingly, much more favorable than it can possibly be where the government has a monopoly of all the jobs.

Soviet Russia affords significant evidence of the status of wage-earners, where the government is the only employer. The authoritative "Economist" (London) for July 3 reports of the war-time experience in Russia that "generally speaking, there has been no inflation of wages. . . . The national wages bill is probably not appreciably higher than it was before the war. Though the working day is now generally 12 hours, the total sum of wages has probably not been very much affected by this."

In the United States, in the meantime, total compensation of employees was \$48 billion in 1939 and \$84 billion in 1942. In 1943 it will exceed \$100 billions—or more than twice the income received by wage earners in 1939. Average weekly earnings per employee in our manufacturing industry were about \$27 in 1939 and are about \$45 now. On the railroads the average monthly earnings per employee are now about \$200, compared to \$160 in the first half of 1939. And, of course, average daily hours in this country are one-third less than Russia's 12.

The Soviet Union does not tolerate free labor unions, either—and the result is an enormous lack of uniformity in wages, both between individuals, between plants, and between territories.

With these obvious disadvantages in the status of labor—unionized labor especially—in a country where the government is the only employer, one might expect that labor unions in this country would be among the strongest defenders of private employers, in their effort to stay in business against government competition.

If A and B are competitors in the grocery business, and A is forced to pay, not only his own store rent, but that of B as well—it is obvious that B will undersell A and, eventually, A will have to retire and leave B with a monopoly.

This is exactly how government competition with private business works out. Government-owned economic facilities (electric plants, highways, canals, factories) yield no taxes and, usually, not even interest

on the investment—but they compete with privately-owned business, which pay not only normal taxes but *added taxes to make up for those which their government-owned competitors do not pay.* The privately-owned businesses are taxed further, also, to pay the interest on investment—and, often, even operating deficits—of government-owned properties.

Right now there is a strong political movement, both by New Deal socialists and selfish business interests, in favor of a vast scheme of "public works" following the war—plus the possibility that government-owned war plants may be converted to peace-time production in competition with tax-paying free enterprise. Should either of these developments occur, self-supporting private business would find it difficult if not impossible to endure. In short, American wage-earners face the danger that their conditions of employment may, at no far-distant date, be reduced to a par with those now obtaining in Russia. If the foresight and zeal of the leaders of organized labor for the welfare of their followers were equal to their power, they would be defending the predominance of private over government employment a great deal more resolutely than they have done so far.

Manpower vs. Materials

Mechanical department officers are deeply concerned about the manpower situation. Its seriousness is magnified by the fact that so little new equipment has been installed in recent years. The introduction of considerable quantities of new cars and locomotives always eases the repair programs for a year or two. Because of the shortage of materials and the intense operating demands a determined effort has been made to keep a maximum percentage of cars and locomotives in service by making temporary or emergency repairs instead of shopping the equipment and giving it a complete overhaul or rebuilding. While such emergency measures can be continued for a reasonable time, there is a definite limit which cannot be safely exceeded.

The difficulty in securing materials and parts for repair and replacement is, in turn, magnifying the manpower shortage. Specifically citing one instance of many, more man-hours are required to do a piece of riveting by hand when a pneumatic riveter is out of commission because parts are not available for its repair and maintenance.

Certainly time (man-hours) is consumed in makeshift patching or in devising ingenious ways of "beating the devil around the bush" that could be directed to much more constructive purposes if these small bottlenecks could be opened up. It may be said that such things are too trivial or insignificant to engage the attention of those who are trying to make the available materials and manpower serve their best purpose in winning the war. As against this, the fact should not be overlooked that railway mechanical departments are

today struggling against heavy odds in maintaining the overstressed cars and locomotives, and that many important mechanical department officers are being forced to give much time and attention to these so-called trivial details. As a matter of fact, they bulk exceedingly large.

Moreover, mechanical department officers realize that the margin of safety is steadily and surely being whittled down, and that a day of reckoning is not far distant if relief is not afforded, or the war ended. The W. P. B. is exhorting the American people to strive more and more intensively to increase production in the belief that the war is still far from an end. If this attitude is correct, then the railroads, because they are essential to the winning of the war, should be afforded more assistance and consideration. Mechanical department officers should have no hesitancy, individually or collectively, in emphasizing the need for such things, large and small, as will enable them to fulfill the equipment maintenance requirements. Indeed, as patriotic citizens, who recognize the importance of transportation in the war effort, it is quite definitely their duty to do so.

Grade Crossing Accidents

That an absence of "safety consciousness" is responsible for many accidents is indicated by the statistics on grade crossing accidents recently issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. During 1942, there were 3,645 grade crossing accidents and in 1,088 of these accidents the operators of passenger automobiles, motor buses, trucks and motorcycles ran into the sides of trains at protected as well as unprotected crossings. From these facts one must conclude that, since all railroad grade crossings are plainly marked with caution signs, the driver was either careless or lacked "safety consciousness." This conclusion is further supported by the fact that signals indicating the presence of a train were operating in 273 cases, a watchman was on duty in 88 cases and gates were down in 15 cases. In addition, motor vehicles were reported running at more than 30 m.p.h. in 501 accidents.

Lack of "safety consciousness" may be due to the absence of training to instill in the mind the need for caution and a realization of the consequences resulting from a careless act.

Because state laws permit persons as young as 14 years of age to drive automobiles, this training should be started at grammar school age.

Still another factor which enters into grade crossing accidents, especially those that occur at crossings that are protected or plainly marked, is the ability of the driver to observe and take notice of caution signs while traveling at high speed, for ability to discern conditions decreases with speed of movement. In the development of this aspect, it is found that in some

persons a slight increase in speed will result in a marked decrease in discernment.

Ability to discern is further affected by darkness because objects along the highway are less distinguishable as the intensity of daylight decreases. This contention is supported by data from the report, which shows that 849 of the 1,088 accidents occurred during darkness.

Obedying the Rules

Complete and implicit compliance with operating rules is essential to safe train operation. Basically, operating rules are simply common sense but the complexity of railway operation has introduced the necessity for a considerable amount of practical operating knowledge as well. To the new employee, the interpretation of operating rules presents a definite problem and no matter how much common sense he may possess, he cannot and should not be expected to interpret the rules without guidance from his supervisory officers. In these hectic days, these officers are extremely busy; yet, there is nothing that should take priority over explaining and interpreting rules for the benefit of new employees.

It would seem that these facts would be considered axiomatic on every railway, but a study of recent train accidents indicates that a certain amount of laxity has crept in and it takes only one oversight to produce a disastrous accident. It appears that special attention to the operation of switch engines in conflict with main line operations is warranted at this time. This is, of course, a highly important subject at all times but, with the present volume of traffic, the number of trains on the main line has increased, as has the number of switch engines and crews in service, thus multiplying the hazard. Theoretically, with rigid adherence to the rules governing switch engine operation, the hazard should not be increased, regardless of the number of trains involved. Actually, however, as the recent record of accidents proves, the necessity of keeping cars moving swiftly through the yards, as well as getting main line trains over the railroad, has brought about recurring accidents involving switch engines and main line trains. There is every necessity for handling war traffic promptly but no transportation emergency should require chances to be taken, with resultant loss of lives and property, when the guess turns out to be wrong.

There is no need for wrong guesses, or for guesses of any sort. The rules governing yard engine operation on the main line are clear and distinct and admit of no guessing. The reasons for the precautions imposed by such rules are obvious and the dangers involved in their violation are extreme. Even in these busy times, one railway at least has inaugurated a special campaign to interpret these rules for new employees and is making effective use of "horrible ex-



amples," in the form of condensed accounts of actual accidents, to bring home the points more clearly and forcibly to new and old employees alike. Every attempt should now be made to guard against possible ignorance on the part of the former and possible carelessness on the part of the latter.

Scrap—Still a Vital Need

Although the current supply of iron and steel scrap is better than at any time since our entry into the war, there remains an urgent need that has not been satisfied. Officers of the steel industry and of the Industrial division of the War Production Board are outspoken in their warnings against complacency and in emphasizing the need for intensified scrap collection in the months ahead, if the steel industry's production goal of 92,000,000 tons of ingots for 1943 is to be attained.

Scrap inventories on June 30 totaled 6,500,000 gross tons, while current consumption of purchased scrap amounts to approximately 2,000,000 gross tons per month. With 11 weeks supply of purchased scrap on hand, the short-term outlook is good, but the long-term outlook is causing some apprehension, for the latest reports of the Salvage division of WPB are not reassuring, and change in any of several different factors may upset the entire situation.

The fact that many purchasers are taking all the ferrous scrap that is offered, in accordance with their tonnage allocations, shows that there is not an over-supply on hand. Among the adverse factors bearing on the entire situation are: (1) The steadily diminishing volume of scrap shipped from the automotive field—tonnage deliveries from this source reached a peak in June, 1942, and, without new car production, the number of autos scrapped is steadily decreasing; (2) the coal strike resulted in abnormal demands on scrap inventories; (3) WPB's campaign to collect farm scrap has been unsuccessful because of high collection costs and because farmers have been too busy with food production; and, (4) many small scrap dealers have been forced out of business by the shortage of manpower, caused primarily by the more attractive wages in war industries.

While the battlefields have been regarded as good potential sources of scrap, the fact remains that comparatively little has been received from these areas. Lack of adequate loading facilities and the loss of time in the turnabout of ships have hampered the shipment of war scrap, even as ballast for returning ships. While substantial tonnages are available in Tunisia, North Africa and Sicily, the largest shipments, up to this writing, consisted of 55,000 tons received at Atlantic ports during the latter part of July. Moreover, there is the possibility that these battlefield accumulations may ultimately be used for Allied production in Italian steel mills after the capitulation of Italy.

Recognizing the urgency of national needs, the Pur-

chases and Stores division of the AAR, in a recent report, pointed out that railway scrap production has been sharply reduced by reason of the reduction in new-rail allotments and the broad extension of reclamation and repair practices. Nevertheless, the report emphasizes the continued need for getting out the scrap and the prompt marketing of collections. The success of the nation-wide campaign, inaugurated more than a year ago, has been due in large measure to the wholehearted effort and co-operation of the railways. Collections for the first half of 1943 totaled 13,000,000 gross tons, but the urgency of our future requirements is emphasized by the Industrial Salvage division, WPB, which has set a collection goal of 15,000,000 gross tons for the second half of the year. With substantial increases in steel requirements, scrap collections must be stepped-up. Once again the nation looks to its railways to continue their leadership in a vital war role.

Index to Volume 114

The indexes to the latest volume of the *Railway Age*, January to June, 1943, are now ready for distribution and copies may be had by those subscribers desiring them. Requests should be addressed to the Circulation Department, *Railway Age*, 30 Church Street, New York 7, N. Y. Subscribers who have in previous years made application for the index need not apply again; they will continue to receive it as long as they continue to subscribe.

The "Brave New World" of the "Planners" Is Not So New

"About 40 years ago certain persons went up to Laputa, either upon business or diversion, and, after five months' continuance, came back with a very little smattering in mathematics, but full of volatile spirits. . . . These persons, upon their return, began to dislike the management of everything and fell into schemes of putting all arts, sciences, languages, and mechanics upon a new footing. To this end they procured a royal patent for erecting an academy of projectors . . . and the humor prevailed so strongly among the people that there is not a town of any consequence in the kingdom without such an academy.

"In these colleges the professors contrive new rules and methods of agriculture and building, and new instruments and tools for all trades and manufactures; whereby, as they undertake, one man shall do the work of 10, a palace may be built in a week, of materials so durable as to last forever without repair. All the fruits of the earth shall come to maturity at whatever season they think fit to choose, and increase a hundredfold more than they do at present, with innumerable other happy proposals.

"The only inconvenience is that none of these projects are yet brought to perfection, and in the meantime the whole country lies miserably waste, the houses in ruin, and the people without food or clothes. By all which, instead of being discouraged, they are 50 times more violently bent upon prosecuting their schemes."

—From *Gulliver's Travels*, by Jonathan Swift



The Switches and Signals on the Entire 175-Mile Territory Are Controlled from One C. T. C. Machine

Union Pacific Installs C. T. C. on 175 Miles of Single Track

ON June 16, the Union Pacific completed the last section of a centralized traffic control project on 175.6 miles of single track main line between Daggett, Calif., and Las Vegas, Nev., on the route between Los Angeles, Calif., and Salt Lake City, Utah. The first operating sub-division extends between Los Angeles and Yermo, Calif., which is 4.6 miles east of Daggett, so that the new C. T. C. territory includes 4.6 miles of the first sub-division, as well as the entire 171 miles of the second sub-division between Yermo and Las Vegas.

The line is single track for the entire 625.4 miles between Daggett and Salt Lake City, but the section between Yermo and Las Vegas was chosen to be equipped with centralized traffic control because of the long heavy grades which necessitate slow train speeds and reduce track capacity. The country is mountainous desert. On the 171 miles there are only about 7 miles of level track, this being in nine short sections. The grades range up to 1 per cent on approximately 65 miles, and are 1 per cent on approximately 80 miles. Helper locomotives are required on 18 miles of 2.2 per cent ascending grade eastbound between Kelso and Cima. Elsewhere the grades in either direction do not exceed 1 per cent, the tonnage ratings for locomotives being based accordingly. In order to expedite important westbound traffic, helpers are used on some westward trains between Las Vegas and Cima, or on the 20 miles of 1 per cent ascending grade between Desert and Cima.

The heavy curvature is mostly located on the 1.0

Traffic expedited, track capacity increased, locomotive shortage relieved

per cent grade between Bard and Erie, there being five 5-deg. curves and four 6-deg. curves, as well as one 3-deg., two 2-deg., three 1-deg., and one 1-deg. 15 min. curves in this 11 miles. Between M. P. 189 and 194 there are three 3-deg., two 4-deg. and two 5-deg. curves. On the remainder of the sub-division the curvature is comparatively light, exceeding 1 deg. in only a few instances. The 18 miles of 2.2 per cent grade between Kelso and Cima is on a sloping floor of a desert valley, and includes nine 30-min., six 1-deg. and two 2-deg. curves.

Between the yards at Las Vegas and at Yermo there are 38 station layouts which include passing sidings for trains, all single sidings except two sidings, one on each side of the main line, at Cima which is the summit of the heavy grades, and two sidings at Kelso which are normally used for the passing of trains, in addition to other sidings used to set out or pick up cars when adjusting tonnage. For many years, train movements on this sub-division have been authorized by time table and train orders, automatic block signal protection having been installed in 1927.

The locomotives are assigned to the division as a whole, and are operated through in either direction between Los Angeles and Caliente, Nev. At present,



the assignments include about 30 locomotives of the 4-6-6-4 type, and about 30 locomotives of the 2-10-2 type. The mallet locomotives will handle from 2,300 to 2,900 tons, and the 2-10-2 locomotive will handle about 1,800 tons on the long 1 per cent grades. Helpers aid all trains when ascending the 2.2 per cent grade.

From Normal to War-Time Traffic

Prior to the war, the traffic on this sub-division included three passenger trains each way daily in addition to a streamliner passenger train each way every third day, and the schedules called for three freight trains eastward and four westward daily. During 1941 and 1942, freight traffic increased, not only in volume but also in urgency for delivery. In a typical seven-day period in June, 1942, the freight tonnage moving eastbound averaged 15,026 tons daily, involving 212 loaded and 131 empty cars, and 6.7 trains daily. During the same period, the westbound traffic averaged 12,122 tons daily, involving 203 loaded and 59 empty cars, and 6.9 trains. In other words, by June, 1942, the volume of passenger as well as freight traffic, measured in cars, tonnage or trains, was approximately 50 per cent above normal. Delays were becoming so serious that corrective measures had to be taken, and it was decided, therefore, to install centralized traffic control.

This construction program was adopted none too soon, because traffic continued to increase during the last half of 1942 and the first half of 1943. During a typical seven day period in June, 1943, the freight traffic eastbound averaged was 193 loads and 301 empty cars, totaling 17,796 tons daily, requiring 7.2 trains. During the same period the westbound traffic averaged 23,011 tons daily, consisting of 395 loads and 70 empty cars and requiring an average of 9.6 trains. An important point is that between June, 1942, and June, 1943, the number of loaded cars westbound increased 95 per cent, and the number of empty cars eastbound increased 130 per cent. Likewise passenger traffic increased rapidly, the Challenger trains being run in two sections in each direction daily, while in numerous instances the Pacific Limited is also operated in two sections. Furthermore, on two or more days each week, from four to as many as six extra trains are operated for troops and equipment.

Some of the Benefits

During the last six months of 1942, the train operations on this sub-division were approaching the stage of congestion. With constantly increasing traffic and numbers of trains, the dispatchers could not issue train orders fast enough to keep the train moving. As a result, freight trains lost so much time on passing tracks that practically all the crews exceeded the overtime limit of 13 hr. 41 min., and in numerous instances, double crews were required to prevent violation of the 16-hour limit. Under such circumstances, helper locomotives lost hours waiting to return light from Cima to Kelso or to Las Vegas, and road locomotives were in service too long, all of which resulted in a shortage of power. Likewise, loaded cars were, of course, given preference, and as a result, empty cars accumulated in yards and on sidings until the division as a whole was congested.

In the meantime, the centralized traffic control was under construction, the section including the heavy

grade between Kelso and Cima being placed in service December 6. Other sections, ranging from 10 to 20 miles in length, between Cima and Las Vegas, were placed in service during January, February and March. The construction crews then returned to Kelso and worked west to Yermo, completing the final 10-mile section between Harvard and Yermo on June 16.

As each section of the new C. T. C. was placed in service, a corresponding saving in train time was made. Whereas 14 locomotives were formerly required for helper service at Kelso, this work is now being done by 7 locomotives. Freight trains, in general, are now covering the 171 miles in either direction in less than 10 hours, as compared with anywhere between 13 and 16 hour before. In brief, the centralized traffic control made it possible to handle approximately 95 per cent more loaded cars westbound and 130 per cent more empty eastbound in a seven day period of June, 1943, than in a similar period in June, 1942, and at the same time to reduce the average time of all freight cars on this sub-division approximately three hours. The important point is that all traffic is kept moving, the congestion and serious delays formerly encountered on this sub-division having been eliminated.

Operation of Switches in C. T. C.

On this project, dual-control electric switch machines were installed at both ends of 32 sidings. The operated sidings were extended to 6,500 ft. in length, giving 120 car capacity. Also, power switches were installed at the east main track switch at Boulder Jct., at one yard entrance switch at the west end of Las Vegas yard and at the east yard switch at Yermo, thus totaling 67 power switches. Each power switch is equipped with two spring-type roller bearings to facilitate operation of the 131-lb. points.

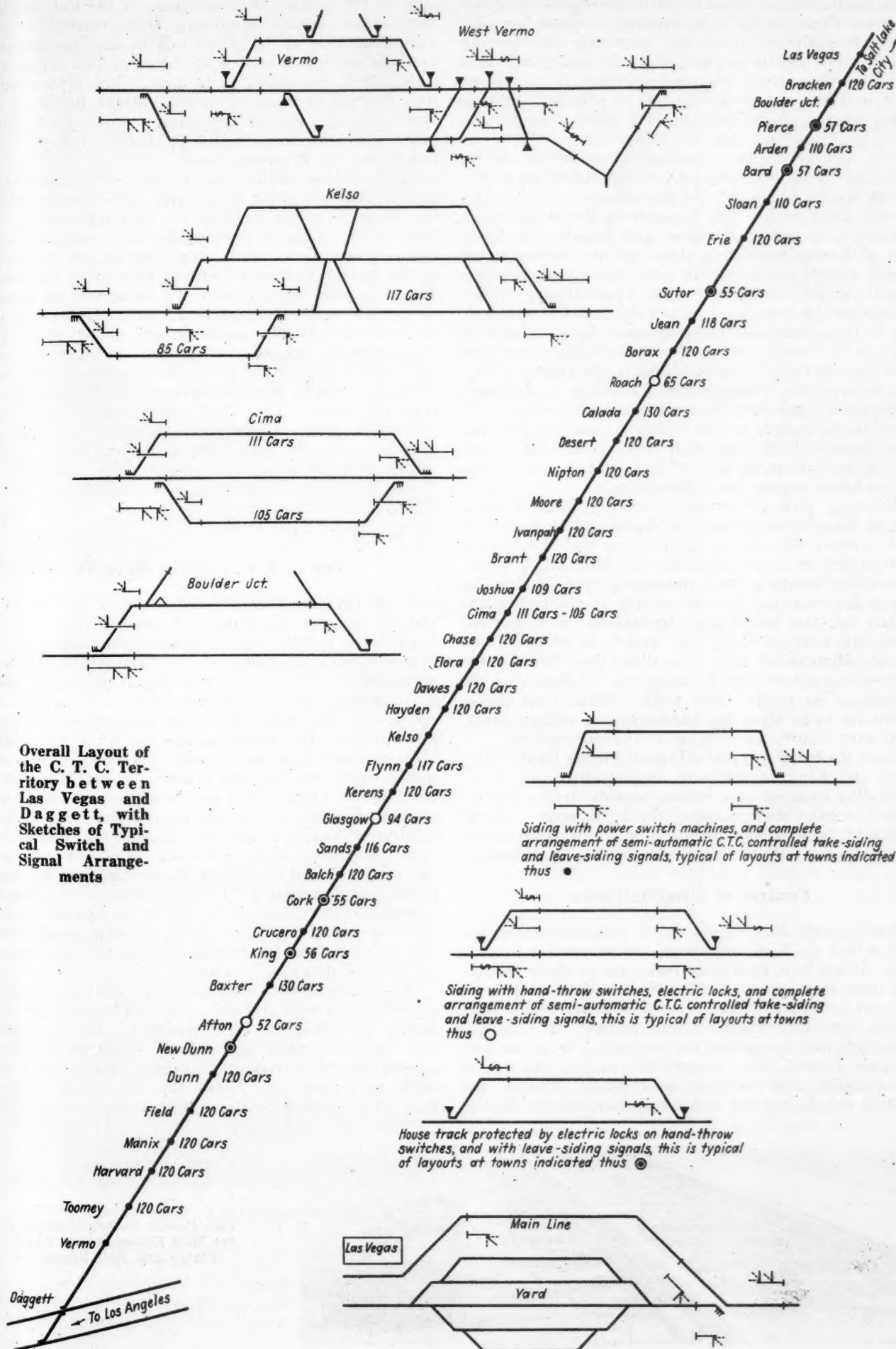
At all of the power switch locations, new search-light-type semi-automatic signals were installed, dwarf type on the sidings, one-unit high signals for the departure signal on the main track, and two-unit high signals for the entering signal. For through movements on the main track, red, green and yellow indications are displayed and red-over-yellow for movements into sidings. No signal protection is provided for movements on the sidings between the "OS" sections.

At three sidings, Afton, Glasgow and Roach, where the capacities were 94, 52 and 65 cars, respectively, no extensions were made as these sidings are not to be used as regular passing sidings, except in emergencies. No power machines were installed on the switches at these sidings, but they were equipped with electric locks and C. T. C. controlled semi-automatic signals.

At Pierce, Bard, Sutor, Cork and King sidings, no extensions of tracks were made as these sidings are used only for the storage of cars and for serving some industries. Electric locks were installed on the switches and derails on these sidings but no semi-automatic signals were located at the switch locations. All electric locks on the entire installation are lever-controlled from the C. T. C. control machine.

The automatic block signaling, which had been in service on this division since 1927, included color-light signals which were controlled on the over-lap principle. These were changed to the A. P. B. system using the color-light signals already in service. Practically all of the signals were re-located.

At the power switch locations, the old masts and cases were used for the high signals but new search-light units were installed in place of the three-color-



light heads, and searchlight-type dwarf signals were installed. Thus the C. T. C. controlled signals are distinctively different from the automatic intermediate signals. All signals are located at the immediate right of the track governed, the passing sidings being thrown over to 19-ft. centers at one end to permit the installation of the ground-type station-leaving signals between the main track and the siding.

The aspects displayed are according to A. A. R. Standard Code practices, with certain additions applying to special locations. At the sidings equipped with electric locks and C. T. C. controlled semi-automatic signals, i.e.:—Afton, Glasgow and Roach, the lower unit of the station-entering signal and the leaving-siding dwarf signal are three-unit color-light signals which display R-Y-S (Red-Yellow-“S”) indications. When a train on the main track is to be directed to take siding at these locations, the dispatcher, by code control, unlocks the switch lock and displays “Red over Red over Illuminated ‘S’,” which directs the train to stop, and informs the trainman that the switch is electrically unlocked, and that the train is to take siding. As soon as the switch to the siding is reversed, the red and illuminated “S” indication in the lower unit change to “yellow”, thus giving a “Red over Yellow” indication for movement on to the siding.

When a train is to be directed to depart from one of these three sidings, the dispatcher, by code control, unlocks the switch and displays the “RED over Illuminated ‘S’” indication on the leave-siding dwarf which had normally been displaying “red”. This informs the trainman that the switch is electrically unlocked and the switch may be thrown for movement from the siding. When the switch is reversed, the signal indication of “Red and Illuminated ‘S’” on the leave-siding dwarf signal changes to “Yellow” for the movement on to the main track. After train movements on to or from the hand-operated sidings, trainmen must restore the switches to normal position.

Since the hand-operated sidings at Pierce, Bard, Sutor, Cork and King do not have semi-automatic C. T. C. controlled entering and leaving signals, trains are directed to enter these sidings only by message. Movements to these sidings are made by the trainmen when necessary, but only by permission of the dispatcher.

Control of Electric Locks

Each electric lock on the entire installation is equipped with a C. T. C. telephone, located on the lock itself. When it is desired to enter one of these sidings, the train stops short of the switch leading to the siding and a trainman contacts the dispatcher on the telephone located on the lock, and requests an “unlock” to permit him to operate the switch. The dispatcher, by code control, then unlocks the switch, although a three-minute time interval must elapse between the control unlock and the actual unlocking of the electric

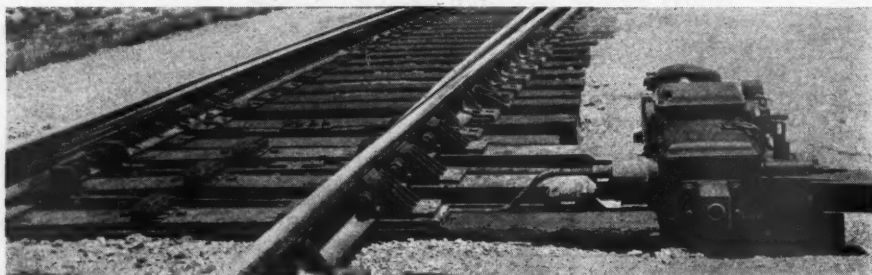
lock on the switch. The unlocking of the lock sets all intermediate signals governing train movements toward the siding at “stop” as well as checking the station-leaving signals at stop at the controlled sidings on each side of the siding to be used. The three-minute time interval is designed to prevent the unlocking of switches in the face of approaching trains, giving adequate time for a train to stop in case an “unlock” control is sent out in advance of it.

Each of these sidings has an “R-Y-S” dwarf signal at the clearance point to govern trains moving from the siding on to the main track. If a train on one of these siding desire to move to the main track, a trainman contacts the C. T. C. dispatcher on the telephone at the switch lock and requests permission to move. The dispatcher must protect the movement by means of the station-leaving signals at the controlled sidings on each side of the hand-operated siding displaying Stop before he can code the “unlock” to the hand-operated siding; if no train is on the main track, the “unlock” can then be given immediately for the movement from the siding. The “Red over Illuminated ‘S’” indication is given on the dwarf signal as soon as the code is sent to the siding, the same as at the siding at Afton, Glasgow and Roach, and on receipt of this indication the trainman may reverse the switch, after which the signal indication changes to “yellow” for the movement on to the main track.

The C. T. C. Control Machine

When planning this C. T. C. project, one objective was to include the entire sub-division between Las Vegas and Yermo, thus permitting the dispatcher in charge of the C. T. C. machine to authorize train movements on his entire territory by signal indications, and, of equal advantage, permitting enginemen to cover their entire runs by signal indication and without written train orders. For these reasons, the C. T. C. system between Las Vegas and Yermo, 171 miles, is all controlled from one machine located in the dispatcher's office at Las Vegas. The switch at the west end of the yard at Yermo, as well as electric locks on certain handthrow switches and the signals for authorizing train movements on the 4.6 miles between Yermo and the junction with the Santa Fe at Daggett, are controlled by a separate C. T. C. machine in the office at Yermo. This machine is handled by an operator under the direction of the dispatcher of the first sub-division, who is located at Los Angeles. Thus the operation of the two sub-divisions is separate.

On account of switching moves and cutting in helpers on eastward trains at Kelso, the yard area at this station is not within C. T. C. territory. Arriving trains hold the main track and proceed according to signal aspects controlled semi-automatically. When trains are ready to depart from Kelso, Las Vegas and Yermo, they get a Form-A clearance, authorizing them to enter



The Power Switch Layouts Are Well Equipped with Gage Plates and Rail Braces



Freight Train Taking Siding at a Power Switch



View of the West End of Sidings at Cima

C. T. C. territory, where they are governed by the signal aspects displayed. The operators at Kelso and Yermo keep the dispatcher informed concerning switching moves so that he will know when trains are ready to depart.

The C. T. C. machine at Las Vegas is made up with a center panel 5 ft. long, and a set of wing panels on each side, the total length of panels for the entire machine being 15 ft. The "U"-shaped floor space inside the machine is wide enough to permit two dispatchers to work side by side, each handling approximately half of the machine, or, if the number of train movements decreases decidedly, one dispatcher can operate any of the levers on the entire machine.

A special feature of this machine is a set of indication lamps and arrows which indicate the direction for which traffic is established between any two sidings. If the set-up is eastward, a green lamp is lighted, while if the set-up is westward, a pink lamp is lighted for the corresponding section. The diagram includes lamps which repeat the occupancy of all sections of main track as well as the passing tracks, so that the dispatcher has information at all times of the location and progress being made by trains.

The desk portion of the control machine includes a graphic train recorder with a pen for each of the 70 "OS" sections at the switches of the sidings, and for one switch each at Yermo and Las Vegas. Each time that a train occupies an "OS" section, the corresponding pen is moved $\frac{1}{8}$ in. to the right. By connecting these "OS" recordings with lines, a complete graphic record is made of all train movements. Conventional arrangements of indication lamps are provided in connection with the signal and switch levers.

If a semi-automatic signal is cleared, and the proceed aspect is then taken away, no opposing or conflicting signal can be cleared and the power switch involved cannot be operated for three minutes, which allows time for any train which may have been approaching to stop short of the signal, or if it overruns the signal, the occupancy of the "OS" section will lock out the signals and switch. This time locking is controlled automatically at the field stations by time-element relays.

Coded Carrier for C. T. C. Line

The C. T. C. control machine is located in the dispatcher's office at Las Vegas which is the extreme east end of the project. The controls are sent to the field stations and the indications returned by means of the Union Switch & Signal Company multiple time code system, using two No. 6 bare 40 per cent Copperweld line wires between Las Vegas and Yermo.

The new and interesting feature of the project is the use of coded carrier current for handling the coded controls to and indications from the field stations on two sections of the territory which are remote from the office.

On the 47 miles of territory between the control office at Las Vegas and the west switch at Calada, the control of the power switches, semi-automatic signals and electric locks at 18 field stations, as well as the return of indications, is handled by ordinary d.-c. impulses in the same manner as on previous C. T. C. projects. This system is complete in itself, separate code sewing and receiving apparatus being provided in the Las Vegas office.

The control of the switches and semi-automatic signals at 28 field stations on the 56 miles between Calada and the west switch of Flynn is handled by a different coding system which includes separate code sending and receiving apparatus at Las Vegas. This second system utilizes frequencies of 13 kilocycles to send out control codes and 19 kilocycles to return indication

(Continued on page 378)

What the Student Thinks About a Job on the Railroad

Heds of engineering schools are unanimous that the majority of graduates can see no attractions in this field, because management is not interested in them

IN developing this subject, a letter was sent to a selected list of universities and colleges, expressing the belief that co-operation between (a) the colleges and universities and (b) the railroads could be of great value to the railroad industry and to the student who is interested in railroading as a career. This letter drew replies from officers of forty of these educational institutions.

The number of replies and the length to which many educators went in describing their experiences in training young men for railway service and in outlining their views regarding the relative attractions of the railways and other industries to young men looking for opportunities for life work, afford a comprehensive cross section of the attitude that prevails among college and university authorities. These replies indicate such a decrease in interest in the preparation of young men for service with the railways, and such failure among the railways to meet the competition of other alert industries for the more promising young men, as to provide cause for serious concern among those who are interested in the future of the railway industry. At the same time, the letters reveal a latent friendliness toward the railways and a willingness to meet them halfway in correcting the present trend, if and when the railways show corresponding interest.

While space prevents quoting from all replies, abstracts of the pertinent parts of some of these letters are given, in the belief that they will be informative and helpful and that they should provide much food for thought.

G. A. Riedesel, assistant professor of civil engineering, University of Idaho, Moscow, Idaho: "We are recognizing the diminishing importance of location and construction as contrasted with maintenance in railway engineering. However, in trying to keep abreast of the times, we are confronted with the problem of finding a suitable textbook or any other form of organized material dealing with maintenance subjects that is suitable for student use. Even in periodical publications there is a decided lack of information that undergraduates can use effectively to get the proper perspective of the entire field. This is a subject that is hard to handle without a textbook."

Executives Not Interested

R. W. Fox, professor of civil engineering, University of Southern California, Los Angeles, Cal.: "Now and then a student evinces an urge to enter the railway field, and I am more than glad to show him its opportunities. However, we find that the average railway executive is not too greatly interested in a broad training, but prefers that men should be developed in immediate

The report of a committee of the A. R. E. A., which reviewed the attitude of industry generally toward the employment of college men, was published on page 313 of the issue for August 21. In contrast, the experiences of a typical group of engineering colleges with respect to the employment of graduates of these schools by the railways is likewise reviewed in a report by a subcommittee of the Committee on Co-operative Relations with Universities, of which W. D. Faucette, chief engineer, Seaboard Air Line, is chairman, from which this is abstracted.

contact with railroad equipment. As a result, I feel that a graduate will do better in most railroad work if he keeps his college experience under his hat, and competes solely upon the basis of personal merit."

A. S. Langsdorf, dean of the schools of engineering and architecture, Washington University, St. Louis, Mo.: "The railroads have not been active in recruiting promising engineering graduates in the same way that the large manufacturing and industrial corporations have recruited technical men. Since the demand from the railroads for technically-trained men is insignificant, there is every reason for the technical schools to devote their limited resources to the training of men for fields where there is a well-developed need. The railroads have themselves to blame if engineering graduates have not sought careers in that branch of work."

W. S. Rodman, dean of engineering, University of Virginia, Charlottesville, Va.: "The general program of promoting closer co-operation between the railways and training centers, such as the engineering schools and universities, can well be strengthened, and it is my hope that we may have among our graduating group from time to time young men who are inclined to enter the railroad field as a life work."

F. M. Dawson, dean, college of engineering, University of Iowa, Iowa City, Iowa: "The railroads have been making a mistake for many years in that they have not secured the very best talent they can without regard to the source. The universities have no monopoly on talent, but by the time a man receives his degree from a good college of engineering, a decidedly selective operation has taken place and, for the most part, only the best men are able to receive their degrees. Naturally, even with a degree, they may lack in other qualifications which are necessary for success in any chosen field of work. However, the fact that all of the large industrial concerns in the United States are

now recruiting graduates of colleges or universities indicates that they have found it to their advantage to employ men who possess a good background of technical training.

Bad Effect of Seniority Rules

"I have been somewhat disappointed to find the president of one of the large railways, stating that 'we all realize the difficulty, if not the impossibility because of the seniority rules contained in the labor agreements, of giving special consideration, insofar as promotion is concerned, to those with unusual attainments, in jobs controlled by the provisions of such agreements . . .'. Until the railroads do more than they have done regarding the treatment of young engineers they will not be able to make the progress they should make. A definite relaxing of the regulations regarding seniority for those who are in training for specialized positions should be encouraged as this will be of great advantage to labor as well as to management."

Thorndike Saville, dean, college of engineering, New York University, New York: "Interest in railway engineering has just about ceased in a large proportion of our engineering colleges. At my own institution we gave up a course in railway engineering some years ago because none of our students went into this activity, whereas many of them were going into newer branches of engineering. Students elect courses, and consequently institutions establish and develop courses where the employers of engineering services indicate that a market for young engineers exists. Something more than an occasional lecture is necessary to stimulate this. A real employment program on the part of American railroads would be helpful. I am sure that you are aware of the visits which we receive from representatives of such corporations as General Electric, Westinghouse, and many others. These companies have definite employment programs for engineering students, and the colleges are kept constantly on their toes to train men adequate to the needs of these industries. The railways might think this practice over a little."

Students Question Job Opportunities

L. S. Le Tellier, head of the department of engineering, The Citadel, Charleston, S. C.: "It is essential that the engineering profession share a greater part of the responsibility of educating and developing young men for more effective service. It is disquieting to find that such questions as 'do they (college graduates) progress more rapidly than men without a college education?', are still asked and debated. The fallacy in all such discussions is that the whole college group is being considered, whereas only the top-notchers of the non-college group are under consideration. It may be true that a high percentage of railroad presidents are not college graduates but it is probably true that 100 per cent of the section hands are also not college graduates. College professors know quite well that 'education' is only a part of the education of a man. It is no substitute for other factors that go into the makeup of a man's effectiveness, and it is not at all surprising that many youngsters with only the skimpiest of formal education possess these other qualities in such degree that they easily outdistance the man with education. The criterion is not whether we can make the college man better than some other man, but whether we can help him to improve on himself."

W. R. Spencer, college of engineering, University

of Arkansas, Fayetteville, Ark.: "Because of the tendency of the railroads to offer employment to a very small number of graduates during the last two decades, many of the engineering schools with which I am familiar have discontinued courses that deal with railroad construction, maintenance and operation. Both the railroads and the schools have lost by this action because of the high degree of precision required in railroad work, a degree of precision that is not common to most other types of transportation, insofar as the civil engineer is concerned."

A. A. Potter, dean of engineering Purdue University, Lafayette, Ind.: "I have been very sorry that the opportunities in railroad service during recent years have been such that our better students have not been attracted to the railroads. This applies particularly to students in mechanical and electrical engineering. In fact, the number of students who major in railway mechanical engineering and railway electrical engineering has gone down to such a small number that we are questioning the desirability of continuing special elective courses in that branch. I am very anxious to improve the relationship between the railroads and the universities and to bring about a condition whereby a larger portion of our better students will be interested in employment with railroads."

W. S. Evans, professor of civil engineering, University of Maine, Orono, Me.: "During the last ten years, we have had no railway option in our department of civil engineering and I doubt whether this option could be re-established readily unless we have more students than at present. Undoubtedly, the fact that this and other institutions gave up such an option has created a shortage of men interested in and trained for the railway industries."

C. R. Young, dean of applied science and engineering, University of Toronto, Toronto, Ont.: "We have gone through much the same experience as many of the American engineering colleges. For many years we had an option in railway engineering in the fourth year of our undergraduate course, but except for the first few years in which it was offered there were no students taking this work. The railways were not employing graduate civil engineers except in temporary capacities and students systematically avoided the special study of railway engineering. The only way to make sure that students will have special training in railway engineering or transportation is for the railways to undertake to absorb graduates when they are so trained. Students will not take the risk of specialization unless they are fairly sure of an opportunity when they graduate."

Critical of Railroad Policies

J. K. Finch, associate dean, school of engineering, Columbia University, New York: "The problem which your committee is considering is not only vital to the railroads but also one in which our department of civil engineering has long been interested. The nineteenth century was predominantly an era of transportation in which the railroad was supreme. There was little question as to the field of work which many of our Columbia civils would enter—it was railroad location, construction or bridges and structures. Our course in civil engineering placed special emphasis on railway surveying, maintenance of way problems and standards, operation and economics. These subjects were, thus, not only immediately useful to many of our graduates but they also offered an excellent vehicle for developing the engineering type of mind—for true engineer-

ing education. But in the last 30 years I have seen an almost complete change of emphasis in our civil engineering curriculum and almost all this railroad teaching has been abandoned.

"To put it bluntly, the main difficulty is in what many take to be the railroad attitude or policy. In the old days there was always a good job for a graduate—he might not know, and did not care much about where he was going, he was on his way. Competition is keener today and our experience has been that a student's first question is not 'How much does it pay?' but 'What are the future prospects of the position offered?' What is to be the future of the American railroads? The modern young man wants to work for a going concern. He knows that the railroads are a vital element in the American economy, that they have worthwhile problems to solve, but he cannot understand the apparent lack of constructive, inspiring, forward-looking policies on the part of railroad management. You may say he is unreasonable; you may argue that he fails to understand the difficulties of the problem—which are probably true. But he not only wants to be on his way but he also wants to know where he is going. Can you blame him?"

L. O. Stewart, professor and head of civil engineering, Iowa State College, Ames, Iowa: "The civil engineering department of Iowa State College has maintained an active interest in opportunities for the employment of civil engineers with the railroads. During the last five years from one to three civil engineering graduates have gone with railroads each year. Furthermore, we have maintained one required course in railway engineering in our civil engineering curriculum.

"We need only look around in the industrial field and at one or two outstanding railroads to see the significance of a well thought out and systematic program for the recruiting and training of engineering graduates. At present a large percentage of our capable young men are going to college and as a result the relative percentages of so-called self-made men and college graduates in important positions of the future is apt to be quite different from what it was 25 years ago or is even at present."

Lack of Co-operation

H. B. Dirks, dean of engineering, Michigan State College, East Lansing, Mich.: "I have been impressed by the small number of our graduates who enter the railway field and have the feeling that lack of co-operation between the colleges and the railroads has been the greatest factor contributing to this condition. Of our graduates in mechanical engineering in 22 years, I know of only one who is with the railroads and he is there probably because his father had been a railroad man. Since we have graduated about 750 mechanical engineers during this period, it would seem that something is radically wrong."

It is recognized that at present the economic and military conditions in the United States and throughout the world have changed our situation and that the attention of all our institutions and students therein is now focused primarily on the world war; therefore, the normal trend of civil pursuits is modified fundamentally for the duration and, likewise, the plan leading up to a railroad engineering career is broken by the imperative attention that is required for the training of our men for the armed forces. However, it is well that this record be made and this material be kept as reference, so that upon our return to a more normal life, these expressions can be reviewed with benefit.

"We must all admit that many mistakes have been made by men and management working under the private free enterprise system. No mere man-operated institution can claim perfection. I submit that a system that places the individual ahead of the state—a society of free men—which has created 30 per cent of the world's wealth and 36 per cent of its income with only 6 per cent of its population is worth preserving and improving before it is blacked out by socialistic planners who would make the government master instead of servant."

—From a Recent Hattiesburg, Miss., Address By L. E. Faulkner, Vice-President, Mississippi Central.

Union Pacific Installs C.T.C. on 175 Miles of Single Track

(Continued from page 375)

codes. These high-frequency codes are superimposed on, and transmitted direct in one direction or the other between Las Vegas and Calada on, the same pair of wires that are used also by the conventional d.-c. line codes to and from the field stations in the Las Vegas-Calada section. At Calada, the high-frequency control codes are converted into conventional d.-c. codes to be transmitted to the field stations in this section. Incoming indication codes from the field stations of this section are conventional d.-c. to Calada, where they are converted to 19 kilocycle frequency codes for transmission to Las Vegas.

Furthermore, in the office at Las Vegas there is a third set of code sending and receiving apparatus, forming a third system which controls the 26 field stations in the 68 miles between Flynn and Yermo, codes at 11 kilocycles being used for outgoing control codes, and at 17 kilocycles for incoming indication codes. Codes at these frequencies are transmitted direct between Las Vegas and Flynn, being superimposed on the same two wires that carry the conventional d.-c. codes and the other carrier frequencies.

At Flynn, the 11 kilocycle control codes are converted to conventional d.-c. codes for transmission to the correct field stations, and likewise the conventional indication codes are converted at Flynn to 17 kilocycles for transmission to Las Vegas.

At the various field stations and at Las Vegas, filters are used to prevent interference between conventional d.-c. codes and the high-frequency codes. These filters permit the same two line wires to be used also for a telephone circuit, which is connected to a loud speaker on the dispatcher's desk, and to telephones at all power switch locations and at all electric locks at hand-throw switches.

When a person at any of these field locations wants to call the dispatcher, he listens on the line and if it is not busy, he announces himself to the dispatcher. If the dispatcher wants to place a call for a maintainer at any field station he positions the special toggle switch on the C. T. C. machine, and sends out a code which causes a lamp to be lighted on the track side of the relay house at the corresponding field station.

The centralized traffic control project was planned by the late F. W. Pflieger, and installed by signal forces of the Union Pacific, under the direction of L. D. Dickinson, general signal engineer, the major items of equipment being furnished by the Union Switch & Signal Company.

Railroading on Roller Bearings*

Starting resistance of trains is lowered—Availability of equipment is increased and cost of maintenance is reduced

By Walter C. Sanders

General Manager, Railway Division, The Timken Roller Bearing Company

THE Transportation Act of 1940 provided that various studies be made of the transportation industry and some of this work was done by the Board of Investigation and Research. The Timken Roller Bearing Company was advised by the Board that, in the studies being made, the use of roller bearings for various railroad applications was one of the most important actual or potential improvements and that it was interested in obtaining as much information as possible concerning their uses. In August, 1942, our company submitted its report to the Board. Information which was available was assembled and grouped under several headings. The data and statements furnished came from many railroad officers and other authorities. The authorities quoted were not exhausted on all points but were typical of the factual information available to substantiate the statements made in the report.

A number of American railroads use roller bearings extensively on passenger cars and locomotives. These applications have proven successfully where they have been made and the handling of war traffic has been expedited by the use of roller-bearing locomotives. The chief executive officer of a railroad recently stated that its handling of an increase in traffic would not have been possible if the road had not converted a considerable number of its locomotives and applied roller bearings in the years immediately preceding the present war. Many of the locomotives now on order will be equipped with roller bearings. Tenders for these, and others, will have trucks which are so equipped.

High Speeds Possible

For several years the Pullman Company has been using roller bearings as standard equipment on new passenger cars. In addition, it has applied them to a number of its older cars. In 1939, the chief engineer of that company reported that, "For all trucks for high-speed service, it is the common practice to employ roller bearings, and, as a safety measure, to make axles and

wheels of special chemistry and treatment. With roller bearings, we avoid the hot box troubles, all too frequently encountered in severe winter weather with the conventional plain babbitt-lined bearings."

In 1942, we were advised by the Union Pacific that, "The Timken roller bearings applied to the ten 100,000 lb. capacity, 40 ft. 6 in box cars constructed by the Union Pacific in 1939 for high-speed merchandise service have to date operated in various weather conditions and temperatures from in excess of 120 deg. F. to 35 deg. F. below zero in rain, snow and wind, and have proven satisfactory in all respects." These cars have now made an average of 184,000 miles each.

Record high-speed passenger-train runs within recent years have been made on roller-bearing equipped trains.

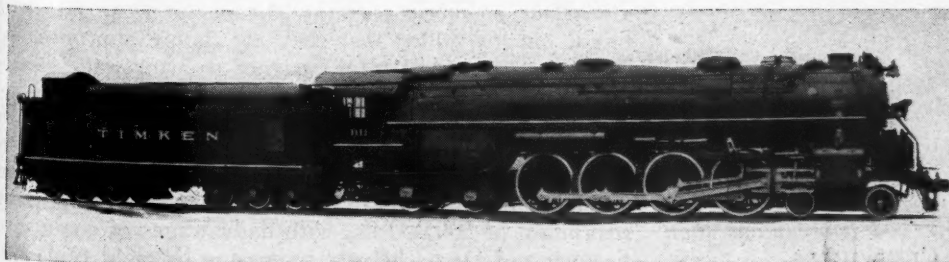
Starting Resistance Lowered

The average advantage in the starting of freight cars which we have been able to establish in 88 per cent on cars which have been equipped with our bearings. Starting resistance tests conducted on freight cars indicate that the starting resistance of a Timken-equipped freight car is about 1½ lb. per ton. The starting resistance on friction bearing type cars is about 28 times as great. Starting effort of locomotives is increased about 13 per cent when all axles of the locomotive and their tender have been equipped with roller bearings. One railroad has reported that as the steam pressure in a boiler goes down, when a locomotive is being prepared for a boiler wash, that a roller-bearing locomotive can be started and moved with from 10 to 12 lb. of steam. A similar locomotive on friction bearings requires from 40 to 50 lb. of steam pressure in the boiler.

A report of member railroads to the Association of American Railroads made under date of May 19, 1941, showed mileage increase on roller-bearing locomotives of from 20 per cent in 213 per cent as compared with friction-bearing locomotives.

The Burlington makes 3,000,000 locomotive miles per month and 23 per cent of this mileage is made by a fleet of modern Timken-equipped steam locomotives which represent only 7 per cent of the total steam locomotives owned. Recent figures released by the Missouri Pa-

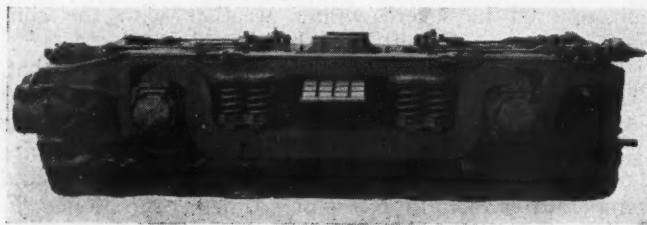
* A condensation of a paper presented before the Pacific Railway Club, Los Angeles, Calif., August 12, 1943. The paper was read by Paul N. Wilson, District Manager, Railway Division, Timken Roller Bearing Company, Chicago.



Timken Roller-Bearing Locomotive Used on 14 Railroads for Demonstration Purposes—Now Owned by the Northern Pacific

cific show that 18 per cent of their road service locomotive mileage is being made by a fleet of converted steam locomotives to which our bearings have been applied. These locomotives represent 8.4 per cent of the road-service steam locomotives owned and they now make 97.3 per cent more miles than when they were equipped with friction bearings. There has also been a great reduction in maintenance cost.

* A vice-president of the Santa Fe has stated that, "Roller bearings on the drivers and other wheels of our locomotives have shown that there is a decided increase in availability. We believe that when roller bearings are used on the crank pins there will be a further increase in availability and, also, the elimination of any delay required for lubricating pins en route."



Roller-Bearing Equipped Dining Car Truck

The New York Central has decreased the liability of delays resulting from engine trucks running hot by 90 per cent. It reports an average of 47 delays a year on locomotives with driving axles on friction bearings against no delays charged against roller bearings on a similar type of power. The comparison was made of 58 roller-bearing-equipped locomotives and 196 friction-bearing locomotives of the same type which were of earlier construction. This survey covered an eight-year period. On tender trucks the same road reports 60 times more mileage per delay for roller-bearing equipment.

Increased Hauling Capacity

Increased hauling capacity and fast on-time schedules are possible with roller-bearing equipment. Starting and running resistance is less and increased availability results.

The Mechanical Engineer of the New Haven says that, "The development and application of roller bearings has undoubtedly had more effect in increasing the availability of the locomotive than anything else that has occurred in the last decade. It has made long locomotive runs possible and thus decreased the number of locomotives required to handle the service."

It is the universal law that whatever pursuit, whatever doctrine, becomes fashionable, shall lose a portion of that dignity which it had possessed while it was confined to a small but earnest minority and was loved for its own sake alone.—MACAULAY.

As a madman is apt to think himself grown suddenly great, so he that grows suddenly great is apt to borrow a little from the madman.—SAMUEL JOHNSON.

How much easier it is to join bad companions than to shake them off!—WINSTON CHURCHILL.

Eastern Railroads Settle Diesel Case

WASHINGTON, D. C.

CONCESSIONS in addition to those recommended recently by a National Railway Labor Panel emergency board have been made by Eastern railroads who have thus settled the so-called Diesel case after the further negotiations suggested by President Roosevelt when he learned that the emergency board's report was "quite unsatisfactory to the Brotherhood of Locomotive Firemen & Enginemen." The additional concessions involve the extension of steam firemen wage rates to Diesel "firemen" in all road freight and passenger services, upgrading of electric "firemen," and more liberal increments in the daily wages of all engine-service employees as the weight-on-driving-wheels gradations are extended above the upper limits provided in existing wage schedules.

The settlement covers engineers, firemen, helpers (as the Diesel and electric "firemen" are called), hostlers, and hostler helpers, represented by the B. of L. F. & E. The latter's president, D. B. Robertson, whose complaint against the emergency board report brought President Roosevelt's intervention, hailed the agreement as "a tribute to the processes of collective bargaining"—an achievement which "shows that there is nothing superior to honest-to-goodness collective bargaining, undertaken by men who know the industry and its problems and are given responsibility to work out a solution."

Will Now Move to West and South

Mr. Robertson is understood to be following through in an effort to reach a like agreement with Western and Southern roads whose representatives withdrew from the further negotiations last month, as noted in the *Railway Age* of July 24, page 186. No estimate as to the cost of the settlement to the Eastern roads was available. The emergency board estimated that the less favorable adjustments recommended in its report would have added about \$3,000,000 a year to the wage bill of all Class I roads.

Requirements of the government's stabilization program were met with respect to the Eastern settlement when Dr. William M. Leiserson, chairman of the National Railway Labor Panel, approved it under his authority to sanction voluntary adjustments which in his opinion conform to that program. He acted favorably after receiving from the parties a joint statement in support of their contention that the settlement is "essentially a 'reclassification' of rates of pay, and the progressions provided for in the schedules are designed to provide reasonable integration with the existing gradations of rates of pay which are remaining unchanged and also preserve existing wage relationships." The statement, which was submitted by Mr. Robertson and H. A. Enochs, chairman of the Eastern Carriers' Conference Committee, did concede that the proposals "might be viewed in a generic sense as 'changes in wage rates'"; but it quickly added that they are "more appropriately characterized as new rates designed to bring wage schedules into conformity with developments within the industry."

Under the settlement, the weight-on-drivers classifications of locomotives in passenger service will be extended by intervals of 50,000 lb. beyond the present maximum of 500,000 lb., with daily wages of engineers, firemen and Diesel helpers increasing by eight cents for



each additional 50,000 lb. over 550,000 lb. Helpers on passenger electrics get the eight cents for each additional 100,000 lb. above 500,000 lb. With respect to freight service, the agreement calls for daily increments of 16 cents for engineers, firemen and Diesel helpers with each 50,000 lb. increase in weight on drivers above 400,000 lb. Helpers on the freight electrics get the 16 cents for each additional 100,000 lb. above 400,000 lb. The emergency board recommended that the increments in daily wages of all the foregoing should be seven cents for each additional 50,000 lb. from the present limits to 650,000 lb. and five cents for each additional 50,000 lb. thereafter.

Additional Changes in Rates

Also, as indicated above, the helpers on Diesels in all road freight and passenger (except those in streamline passenger service who were already up there) are brought up to steam firemen scales, while there is some upgrading in the wages of electric helpers—although these are not brought up to the steam firemen rates. The emergency board found no justification for a change in these differentials.

The agreement gives yard engineers 17 cents a day for each additional 100,000 lb. above the present limit, i.e., beginning with the 400,000-to-500,000-lb. bracket. On the same weight basis, it gives yard steam firemen 14 cents, and Diesel and electric helpers 13 cents. Here the emergency board recommended that all be given 10 cents per day for each additional 100,000 lb., the same as it recommended for Mallets in all classes of service, with a weight on drivers of 500,000 lb. and above.

In the latter connection, the agreement adopted the idea of having special provisions for Mallets; but it made the daily-wage increments apply with each additional 50,000 lb. in road freight and passenger service, and with each additional 100,000 lb. in yard service, such increments to be in the same amounts as those fixed for other locomotives in the different services. Locomotives of the 4-8-4 and 2-10-4 types are to be reclassified for pay purposes by being moved into the next higher wage bracket, as recommended by the board.

Meanwhile, the agreement embodies in unmodified form such other emergency-board recommendations as that calculated to put an additional "fireman" on multiple-unit Diesels in high-speed, through passenger service; and those rejecting demands for a supplanting of the weight-on-driving-wheels basis for horsepower in the case of Diesels and total weight in the cases of steam and electric locomotives, and for elimination of that provision of the 1937 Diesel Agreement which exempts railroads from the requirement to employ two men on Diesels and certain other locomotives having a weight on drivers of less than 90,000 lb.

The provision which is expected to put an additional "fireman" on Diesels in through passenger service would accomplish that result indirectly. The agreement stipulates that on such trains "a fireman (helper) shall be in the cab at all times when the train is in motion." In making its recommendation in that connection, the emergency board cited evidence to the effect that "customary operating practice requires the fireman to leave his position in the cab, where he has traditionally acted as an assistant to the engineer in observing and calling signals, in order to patrol and supervise the engine room." The board went on to say that in its judgment "safety demands that the long-established rule that firemen shall

observe and call all signals be fully complied with in Diesel as well as in other operations."

This phase of the agreement goes on to provide that "if compliance with the foregoing requires the services of an additional fireman (helper) on such trains to perform the work customarily done by firemen (helpers), he shall be taken from the seniority ranks of the firemen." This is in accord with the recommendation of the emergency board's majority, although Chairman Frank M. Swacker believed that the extra man should be an assistant engineer. Finally, letters of understanding accompanying the agreement stipulated that it is "without prejudice to the application of, or addition to, the rates of pay provided in said Agreement of increases in rates of pay" resulting from the pending demand of operating employees for a 30 per cent increase in basic rates.

The final Eastern settlement came about three months after publication of the emergency board's report, which was reviewed in the *Railway Age* of May 29, page 1092. President Roosevelt's intervention, which took the form of a letter suggesting the further negotiations to J. J. Pelley, president of the Association of American Railroads, was reported in the issue of June 12, page 1182. The Roosevelt letter referred to advices the President had received to the effect that "some of the most important questions have not been resolved" by the emergency-board report. In replying to assure the President that further negotiations would be entered by management, Mr. Pelley also wrote: "Candor compels me to say, however, that a careful study of the report indicates that all questions involved in the dispute were definitely resolved by the board, and there would, therefore, be nothing to consider in a joint conference except questions which were clearly and definitely disposed of."

Lessening the Freon Shortage

EDITORIAL comment appearing in the *Railway Age* of July 31 referred to shortages which the railroads experienced during the past two summers of the air conditioning refrigerant, Freon. Part of this was due to the fact that Freon shipping cylinders were in some instances hoarded or not returned promptly.

One railroad has done its share toward reducing the shortage by having its own storage containers. As soon as Freon cylinders are received from the manufacturer, the Freon is transferred to the railroad's containers and the empty cylinders are returned immediately. The container used by the railroad has about ten per cent greater capacity than the manufacturer's shipping cylinder and is made in the railroad's shops of lengths of 12-in. standard pipe, 3 ft. long, to which are welded dished heads. A special fitting is welded into the top head and into this fitting is threaded a 1/2-in. SAE by 3/8-in. MP special valve. This fitting also includes a 3-in. standard male pipe thread permitting the application of a 3-in. standard pipe coupling to protect the valve when not in use.

The bottom head of the cylinder is tapped for a soft plug of 50 per cent fusible metal with a melting point of 157 deg. F. and the completed cylinder is subjected to a hydrostatic pressure of 285 lb. per sq. in.

In transferring the Freon from the shipping cylinder to the storing cylinder, a special rack is used in the bot-

tom of which is an ice chamber. The shipping cylinder is placed in the ice chamber and covered with ice.

The two containers are connected by ½-in. o. d. tubing with the necessary connections, and tubing is connected in a manner to release any air that it may contain by cracking the valve on the shipping container just before tightening the connection on the storage tank.

When Freon begins to run from the connection at the storage cylinder, the connection is quickly tightened. The valves on both the shipping and storage containers are then opened fully and with the shipping containers subjected to room temperature and the storage container covered with ice, a differential pressure is set up which permits the shipping tank to be emptied of all Freon.

"Reference Service" Established by C. B. & Q.

TO provide a central and responsible source for the accumulation and promulgation of uniform, accurate and timely information on the history, policies, problems and achievements of the railroads in general and the Burlington in particular, the Burlington recently established the Burlington Reference Service.

Although the Reference Service is technically attached to the executive department, it is inter-departmental in character, due to the fact that its activities are guided in a democratic style by an advisory council composed of railroad officers representing the executive heads and all departments of the railroad. This advisory council consists of the following:

K. W. Fischer, assistant to the president, who represents President Budd and the executive department. Mr. Fischer is also chairman of the council.

E. H. Piper, assistant to the executive vice-president, who represents Executive Vice-President Edward Flynn and the operating department, which includes the engineering and mechanical departments.

P. L. Smithburg, assistant to the vice-president, who represents Traffic Vice-President L. R. Capron and the freight and passenger departments.

E. M. Martin, general solicitor, who represents J. C. James, vice-president and general counsel, and the law department, which includes the land and claims departments.

J. F. Blair, auditor of expenditures, who represents H. W. Johnson, vice-president and controller, and the accounting department.

A. D. McLane, assistant secretary, who represents Treasurer Bert Vickery and Secretary Edith J. Alden and those departments.

I. B. James, president, Burlington Transportation Company, who represents the bus and truck operations.

J. T. Williamson, director of personnel, who represents the employment, relief, medical and pension departments.

John L. Rice, general attorney, Colorado & Southern, who represents Vice-President Robert Rice and the C. & S. lines.

Seth Barwise, general attorney, Fort Worth & Denver City, who represents Vice-President C. D. Peckenpaugh and the F. W. & D. C. lines.

J. W. Weingarten, attorney central district, who represents

General Manager F. R. Mullen and Burlington Lines west of the Missouri river.

R. C. Overton, superintendent of relief, former research director, and author of "Burlington West," who serves as historical advisor and represents the relief department.

The administration of the Reference Service is in charge of Donald Ashton, publicity director and acting research director, who has a background of 30 years' newspaper and railroad experience, and R. D. Lund, research assistant.

The activities of the Reference Service are roughly separated into two divisions—the research division and the publicity division.

Research Division.—In addition to reading and cataloging data from the Interstate Commerce Commission, Office of Defense Transportation, Association of American Railroads, Western Association of Railway Executives, state railroad commissions, technical magazines, newspapers and other sources, the Service obtains and prepares, in collaboration with qualified officers of the Burlington, reports, statistics and memoranda on various phases of the Burlington's activities, either upon its own initiative or upon request from sources inside or outside the railroad. All information is obtained from accredited sources or cleared by proper officers before being released.

One of the responsibilities of the Research Division is the preparation of specific information requested by officers or employees of the railroad, educators, writers, historians, and other sincere seekers of facts about any phase of railroading.

Publicity Division.—The publicity division handles the distribution or promulgation of the material assembled by the research division, in addition to performing the usual functions of a publicity or public relations department.

Pertinent and timely information is promulgated to officers and employees, to interested organizations and individuals, and to the public in general through the press and radio, speakers, and occasional printed material.

Material sent to the newspapers and magazines is confined, so far as possible, to that in which the publications have an expressed or obvious interest. Close relationships are maintained with the press to assure familiarity with their interests and requirements. Special efforts are made to encourage and then comply promptly and fully with requests from newspapers, press associations and magazines for information, whether regarding railroads in general or the Burlington specifically.

Speakers' Bureau.—A special activity of the publicity division is the speakers' bureau, which has approximately 200 qualified speakers on various phases of railroading. The Speakers' Bureau was established under instructions that no speaker should be sent out representing the Burlington who was not qualified by practical experience to discuss the subject assigned. If traffic is the subject, an amply-qualified traffic man is assigned. If Diesel-electric locomotives are the subject, a mechanical department officer is delegated. The bureau has no "spielers," but selects railroaders who are competent public speakers. Reference Service, in collaboration with the speaker, assembles and organizes the material for most speeches, but does not furnish "canned" speeches.

The roster of speakers includes men and women located on various parts of the system and makes it possible to supply acceptable speakers on short notice at any point in or adjacent to Burlington territory.

New Books...

The Pullman Strike, by Almont Lindsey. 385 pages. 9¾ by 6 in. Bound in cloth. Published by the University of Chicago Press, Chicago. Price \$3.75.

The keynote of this book is sounded in its first chapter, an outline of the background of an almost nationwide industrial conflict that came to a head in 1894, in which—says the author—"the government, the judiciary, and the corporate interests struck back at striking labor" in the belief that labor was fighting to dislodge industrial leaders "from their complete control of the economic machinery." This viewpoint is attributed to a *Railway Age* editor, H. P. Robinson, whose analysis of the situation is abstracted from an article published in that year, and the author has developed it in recounting the origins, the course, and the consequences of a "swift and terrible" strike that spread from the town of Pullman over two-thirds of the country, "leaving in its wake precedents, implications, and controversies which were destined to influence the course of capital-labor relations long after the hate engendered by that struggle had died away."

The book's subtitle appropriately describes it as "the story of a unique experiment and of a great labor upheaval." In four studiously documented chapters the author first recounts briefly the origin and early development of the Pullman companies and the physical and social characteristics and political and economic difficulties of the "model town" of Pullman. In balancing the beneficent and undesirable aspects of this pioneer "venture in paternalism" he may be suspected of profiting by the perspective of fifty years to add the weight of his disapproving finger to the shortcomings of "monarchical control" under a realistic business philosophy which, so he quotes approvingly, desired the "happiness of the people, but in such a way as to please the authorities."

Taking as his basic source of information the United States Strike Commission Report dealing with the 1894 strike, the author has selected evidence to support his conclusion that the Pullman employees, affected by long-festered grievances growing out of unsympathetic management of the plant and the town, and driven by unsupportable conditions resulting from "drastic" wage cuts that marked a severe business depression, were "despairing, penniless, and desperate workers" who "hurled the gauntlet at the feet of one of the most powerful corporations of the age."

Mr. Lindsey turns then to the major catastrophe that developed when this local controversy was taken up by the American Railway Union in what he calls the "growing conviction" that all railroad workers were "at the mercy of the vested interests which had drawn together by virtue of business relations and a common policy toward labor." Here he finds the hero of his story, Eugene V. Debs—"whose consuming passion in life was to champion the cause of labor and to wage an untiring struggle in behalf of social justice" and its villain, the roads' General Managers' Association—"illegal, dangerous to the public welfare, and wholly unjustifiable."

In the latter two-thirds of the book the writer traces the growth into "active warfare" of this "contest in which no quarter was to be expected or given." Though it failed to win the support of the operating brotherhoods, the Debs union had such a hold on railway switchmen that it was able to boycott the movement of Pullman cars on many roads. From this beginning events followed in rapid succession. Switchmen were discharged when they refused to handle Pullmans. Their fellows then went on strike. Far from endeavoring to minimize the effect of this action on train movements, says the author, the roads' policy was to aggravate the resulting inconvenience and so arouse the anger of the public and force government intervention "to nullify completely the aims and activities of labor."

"The upper class was prepared to believe the worst," the story continues, and "by shamefully distorting the facts and greatly magnifying trivial incidents, the press was able to generate far more passion than circumstances justified." Ironically—from the author's viewpoint—the United States Attorney General is described as peculiarly fitted by environment and inclination to turn the Sherman Anti-trust Act against the union and wage "injunctive warfare" in defense of the corporations. Riots fol-

lowed, and federal troops were called out—in Illinois over the protests of the "calumniously abused" governor. An "orgy of destruction" ensued that was not altogether to the disadvantage of the railroads' cause, the author suggests, endeavoring to show that responsibility for it could not definitely be proved against the strikers.

"At any time," he remarks, "George Pullman could have terminated the conflict by merely agreeing to submit the grievances of his employees to an impartial board." Instead, he adds, Pullman "took refuge" in his distant summer cottage, while Debs, though "eager to end the strike," fought on even beyond its disintegration after his arrest. The involved legal maneuvers that followed are described at some length, as are the views of the press and public opinion generally about the issues and personalities of the strike and the intervention of the government to settle it.

The author is professor of history at Mary Washington College, and his book is replete with evidence of painstaking research and scholarly thoroughness. Yet the reader will suspect where his sympathies lie, for the brush with which he has painted Eugene Debs and Governor Altgeld was dipped into entirely different and darker colors to depict Attorney General Olney and George M. Pullman.

Transport for War, by Edward Hungerford. 272 pages. 5¾ in. by 8¾ in. Bound in cloth. Published by E. P. Dutton & Co., New York. Price \$3.00.

Writing with his usual ease and characteristic enthusiasm, Mr. Hungerford reviews in this volume some of the contributions of the transportation industry to the nation's war effort. Turning his ready pen from its familiar range in the fields of transportation history to this subject of tremendous immediate importance, he not only has told how industry, and the railroad industry particularly, has met the demands of war, but also how far such accomplishments have gone beyond what was generally and reasonably expected on the basis of a none too appreciative pre-war appraisal.

There is little, perhaps, in this book that will be new to a *Railway Age* reader, but there is much in it that the general public ought to be informed about, and much that it ought to know to get a comprehensive picture of the co-operation and resourcefulness and energy and determination with which the industry has met without fail unparalleled military and civilian demands.

Though he makes it clear in the beginning, for the benefit of anyone who needs to be told, that his viewpoint is that of a railroad man in telling what part transportation has played in waging the war, the author starts his story with an account of the contribution of the waterways to transportation's wartime achievement, and ends it with a review of the activities of the buses and trucks and airlines. Sandwiched in between, where the meat properly belongs, is a fuller and more detailed survey of the railroads' successes in handling their part of the unprecedented task.

"A good railroader has a hard time looking at those trucks and buses and keeping his temper," the author remarks. Yet he does keep his temper, and he takes time to tell how trucks have made good when they have been called on to do rush jobs under difficulties, and how bus operators have been faced with multiplied demands for service on one hand and increasingly difficult government restrictions on the other. In the telling, too, he finds opportunities to point out that the railroads could have met many of these demands with rather less strain on the whole economy if peacetime "traditions and jealousies" could only have been shelved at least for the duration.

Water transport is in the war picture, too, we are told—on the canals, on the rivers, and especially on the Great Lakes. After graphically describing the job of the ore carriers on the lakes and the coal barges on the Ohio, the author takes a paragraph to put the Inland Waterways Corporation in its place as a carrier of "less than three per cent of the entire tonnage of the Mississippi system" and a "common enemy" of the private operators, ranking with them in this category second only to the railroads.

Though he gently takes the railroads to task now and then for

what he considers neglected opportunities, Mr. Hungerford gives them generous credit, in the space he allots and in the superlatives he bestows, for coming from behind the eight ball to shoulder some of the other fellows' burden as they move along "clean and orderly" under a record-breaking load of their own.

This book has quite a bit to say about railroad passenger service in peace and in war—about streamliners and Diesel-electric locomotives; about the comparative merits of modern coach seats and Pullman uppers for night travel; about the Washington Union Station's metamorphosis from "a rather sad sort of place" back in the depression years to "a bedlam of people demanding accommodations and not getting them"; about the contrast in troop train equipment today and in the Civil War and World War I; and about the train schedule "freeze" imposed by the Office of Defense Transportation. Out of such an awakening to their own capabilities has come the prospect that the railroads will go all-out after the post-war passenger trade, the author suggests.

The organization of railway battalions for military service abroad and the use of railway facilities for military training at home have their parts in this survey of the mobilization of the railroads for war. But fuller treatment has been given to the operation of troop trains and the endless movements of military supplies that have added complications to the unending routine of the business of railroading. The book explains effectively how completely the military services have depended on the railroads for help in the swift mobilization of troops and in the tremendous movement of the materials that go into preparation for modern warfare.

Here the load carried by the roads serving the Pacific coast is particularly emphasized, but the author tells also how other lines in the East and the South, over the mountains and across the plains, all fit into the picture of a machine at work at a task for which it is supremely fitted.

In these pages the author again indulges his fondness for naming names, and the book is full of references to Uncle Dan Willard and Joseph B. Eastman, to John J. Pelley and M. J. Gormley, to Carl Gray, Jr., and W. W. Atterbury and Ralph Budd. But the character he names most often is "Old Man Railroad." The reader will find in these pages comprehensive proof of the author's thesis: "Old Man Railroad is on the job again." As he puts the situation, "A little while ago . . . those smart young men with the red and yellow trucks on the high-road and the new streamlined barges and the grimy old ones on the rivers and the canals . . . the boys with their airplanes soaring so proudly overhead . . . were saying that he was dying—dead. They were counting his heartbeats. . . . But today: The old centenarian grins at them, hitches up his trousers, takes a reef in his belt, spits on the pavement, dusts off his pretty locomotive toys—too long standing in repose and disuse—gets them from the roundhouse and the back-shop and sends them out upon the line again. He stretches his aged, but efficient arms and things begin to move. It is as if a giant, prone upon the great hills of America, was awakening, stretching his limbs, reaching out his long fingers here and there and everywhere, quickening his heartbeat and arousing himself to a tremendous task right at hand."

Your Career in Transportation, by Norman Carlisle. 188 pages. 8 1/4 in. by 5 1/2 in. Bound in cloth. Published by E. P. Dutton & Co., New York. Price \$2.00.

While the young man on the threshold of his career may not be a free agent in the choice of his occupation this year, there still is a future of vocational opportunities to be explored, and books that serve as guides to such wide and sometimes mysterious territories may richly reward not only one who seeks guidance, but also one who essays, with more or less assurance, the role of counselor.

In this small volume the author has undertaken to tell something about the duties and requirements and rewards of employment in many of the kinds of work available in the transportation industry, that is in occupations generally peculiar to highway, marine, airline and railway operations.

Slightly more than a quarter of the main text of the book deals with jobs in air transportation, and the railway industry gets

almost as much space, while truck and bus and merchant marine activities are treated a little less fully. In addition, there is an appendix in which the author has listed the principal airlines and railroads and a number of books and trade journals devoted to various phases of transportation.

The section on railways is introduced by a survey chapter prepared by B. E. Young, at the time a manager in the Public Relations Department of the Association of American Railroads. This is followed by short sections outlining briefly the work of firemen and engineers, brakemen and conductors, yardmasters, signalmen and dispatchers, track maintenance men, car inspectors, station agents and traffic men.

In condensed form the author undertakes to suggest for each of these fields of work what the prospective employee must do to qualify for a job, what some of his duties will be, what sort of pay prevails, and what opportunity for advancement is likely to develop. In this connection the book has little to say to suggest the extent to which individual initiative may have to be reconciled with the limitations of union agreements, and a few statements may be questioned—such as the suggestion conveyed in the comment that there is "a considerable jump in salary from your \$200-a-month position of Pullman conductor to yardmaster"—yet the young man who turns to it for help in fitting his talents and inclinations into an appropriate choice from the wide variety of requirements in the railway field, or in other forms of transportation, may find just the guidance he seeks.

Communications . . .

"Queue Loading"

TO THE EDITOR:

I note with interest a suggestion which has been advanced recently that "queue loading" of passengers at congested bus stops is fairer than the common "push and shove" method.

For a long time the custom has been common in certain places abroad, where congestion of bus travel has been a problem, of placing at bus stops and terminals a pad of small sheets of paper, consecutively numbered. Each prospective passenger, upon arrival at the stop or terminal, tears off a sheet and holds it for the arrival of the bus. Those holding the lower numbers then receive preference in loading. This avoids much confusion, and would seem to be a logical and very simple solution of the problem.

S. W.

Saving Letter Paper

And Filing Space

WILMINGTON, N. C.

TO THE EDITOR:

Apropos of your editorial in issue of July 17, entitled "A Shortage of Paper," may I suggest that a saving of approximately 33 1/3 per cent in correspondence second sheets can be effected in railroad offices by using the backs of original letters on which to make carbon copies of replies.

Theoretically the saving should be 50 per cent. However, for one reason or another it is not always possible to use the back of the original for the copy; hence 33 1/3 per cent seems conservative.

If the original letter is placed in the typewriter right side up, then the copy of the answer will appear on the back of the original so that it can be read in the file by simply lifting the sheet.

This is not theory on the part of the writer, since this practice has been used in the office over which he has supervision, where from 50 to 75 letters are written daily, for 16 years.

Aside from the saving in paper there is also the advantage of conserved filing space; since under the common practice a letter and answer require two sheets, while under the plan suggested one does the job.

CASABIANCA.

Railroads-in-War News

Carriers Report on Travel Discomforts

S. P. says coach reservations end crowds, spread traffic throughout week

Passenger trains "continue to run heavily loaded, with standing in the aisles occurring frequently on some trains, particularly at week-ends," according to a recent Office of Defense Transportation review of "latest reports received from railroads in all parts of the country." The statement, issued August 29, asserted that since travel has been so heavy on normal week-ends "and even week days," the railroads would have "no space to accommodate persons taking holiday trips over Labor Day"; for rail services operating this week-end "will be substantially the same as on other week-ends."

It was recalled that on the Fourth-of-July week-end, standing in railroad coaches "was general in all parts of the country, and that in some cases even standing room was exhausted, so that some passengers had to wait for later trains." Increases in daily and week-end travel since July 4 have absorbed what little unused train capacity was then available to meet extraordinary holiday demands, the statement added.

Passenger traffic officers of roads in the Middle West have expressed the view that the cut in the gasoline allowances will result in shifting additional traffic from the highways to the railroads; while other reports from the Middle West, and from New England, "noted heavy short-distance vacation travel." At the same time, some of the transcontinental roads reported that they were doing "very little" vacation business. Meanwhile, "travel of furloughees is heavy in most regions."

Railroads in the Southeast "and some lines in other parts of the country" reported "substantial numbers of standees on many of their trains at all times," while others reported "most trains loaded to capacity, with standing at week-ends." One Southeastern road stated "that it was leaving from 100 to 500 passengers behind at one of its large terminals every day." Most of them "were being accommodated on later trains, though in a few cases fares were refunded."

One road operating out of Chicago has adopted the practice of posting a "standing room only" sign at the train gates as soon as all seats of certain trains are filled; but "late-arriving passengers still crowd onto the trains to stand in the aisles." The Southern Pacific, which has been re-

quiring reservations for coach travel on its Pacific lines since the middle of July, reported that the plan had "eliminated crowding and standing . . . and had tended to spread traffic more evenly throughout the week." Also, it has "relieved congestion at the larger terminals, since passengers don't come to the stations unless they have obtained space in advance."

"Most railroads" reported Pullman sleeping cars "filled to capacity or near capacity on all runs." Also, it was stated that there are long waits for service in dining cars, some transcontinental roads having sought to ease that situation by selling lunch boxes.

The ODT statement concluded with the assertion that these reports of day-to-day travel conditions "emphasized the need for refraining from unnecessary travel and eliminating holiday week-end trips."

Foreign Car Repairs Removed from OPA's Price Control

Charges made by member roads of the Association of American Railroads for repairs to foreign cars under the interchange rules have been exempted from Office of Price Administration price controls. The exemption, effective September 6, came in Supplementary Order No. 52; it covers commodities used in the repair services as well as the service charges.

Hearing on Pacific Export Rates Now Set for November 2

Hearings in connection with the Interstate Commerce Commission's investigation of rates, rules, and regulations applicable in connection with freight moving to Pacific Coast ports for export have now been set for November 2 at Washington, D. C. The postponement from September 15 was announced by Examiner Berry following the prehearing conference held on September 30.

The latter did not result in any stipulations as to issues, so all the Pacific export rates and all rules and regulations in connection therewith remain involved. As noted in the *Railway Age* of August 21, page 320, the commission instituted the proceeding (No. 29006) upon representations of government agencies that they were precluded from using the export rates because of their inability to comply with the applicable tariff rules and regulations. The railroads have offered to establish the rates desired by the government on a contract basis, provided they are not subject to land-grant deductions; but the government wants the export rates and the land-grant deductions, too. On the day of the prehearing conference an unsuccessful effort was made to reach a compromise with respect to the impasse.

No Congestion in Port of New York

Call for volunteer unloaders aroused local fears of freight tie-up

There was quite a flurry over last week-end in the New York newspapers over an alleged accumulation of export freight in the hands of railroads at New York. A local office of the War Manpower Commission appears to have touched off the fireworks, which caught on easily in a city which well remembers the terrible port congestion in the last war.

There is a shortage of manpower to do unloading of export freight—but there is little evidence that it has yet resulted in any undue accumulation of unloaded cars. But the W. M. C. local office seemed to believe that a crisis existed, and appealed for volunteers—and before long there were more of them offering to work than there was freight to unload.

The actual conditions in the New York port area were revealed on August 28 in a statement by J. F. Deasy, chairman of the Eastern Railroads' Operating Committee (and operating vice-president of the Pennsylvania), which follows:

"The railroads appreciate very much indeed the ready co-operation of the area representatives of the War Manpower Commission, the United States Employment Service, the employment service of the Railroad Retirement Board and other groups, and particularly the immediate and gratifying response of the public in the efforts to relieve the shortage of labor engaged in unloading freight destined overseas at New York and New Jersey piers.

"It should be made clear, however, that there is no congestion of this war freight in the New York area. There is now being held on tracks in the metropolitan district only a normal number of freight cars awaiting unloading at the piers and export freight is moving currently and freely on all railroads into the port. In order to forestall delay in loading the large number of vessels now taking on cargoes in New York harbor, it is necessary for the railroads to keep on tracks in the harbor a substantial number of freight cars ready for immediate unloading, and the bank of cars of export freight now in the metropolitan district is not abnormal in relation to the volume of traffic moving through the port and the cargo capacity of vessels currently available for loading.

"The railroads are handling to the Port of New York an all-time record load of

freight for delivery to ships—up 50 per cent compared with last year—and there has recently been developing a shortage in the working forces engaged in the transfer of this freight from freight cars to vessels. This shortage of labor in the harbor continues to be acute. There is no immediate danger that war freight will pile up in railroad cars in the area, or back of the area, due to the carefully planned and worked out arrangements made by the railroads, in collaboration with government authorities, to keep this freight moving freely. Railroad and government officials, however, in view of the continuing, acute labor shortage at the piers and the ultimate threat it holds to the free movement of this freight, are making every effort to increase the pier working forces. The railroads have every confidence that as a result of the wholehearted co-operation of government officials and the public, the situation will be adequately met and the freight will continue to move freely and on time.

"It may not be amiss to point out that since the war began, as a result of detailed plans worked out with government agencies by the railroads individually and in concert through the Association of American Railroads, war freight for export through New York harbor has been and is moving freely, and in record-breaking volume. The transportation demands of the war, however, constantly change with the tempo of operations abroad, and in contrast with the steady, even flow of export freight through the port in peace time, there are now peaks and valleys, and constant shifts in the volume of freight destined overseas, due to changing conditions in the theatres of war and in leasehold countries. It is, therefore, necessary for the railroads and government agencies, in meeting this problem, constantly to adjust and rearrange their plans and operations to insure the continuing free movement of overseas freight at all times and under all conditions.

"Despite the tremendous volume of war supplies and lend-lease materials which the railroads have carried to the port of New York and which has been handled through the port, there has been no material delay in getting these vitally important supplies on ships destined to all parts of the world."

Lend-Leasing Rails and Signal Equipment to Russia

Lend-lease operations up to July 31 had sent "more than 100,000 tons of rails and accessories" to Russia, while "quantities of automatic block signal system equipment" for that country "are in production," according to President Roosevelt's latest lend-lease report which was submitted to Congress last week. Other shipments to Russia have included "more than 150,000 motor vehicles."

Permit Plan Applied to Onions

Onion shippers in 12 western and northern states will be required to obtain permits before making any shipment of dry onions in excess of 100 lb., except for nearby storage, the War Food Adminis-

tration announced in issuing Food Distribution Order 77, effective August 31.

Issuance of permits will be handled by regional WFA offices. The states affected by the order are California, Washington, Oregon, Utah, Nevada, Idaho, Colorado, Minnesota, North Dakota, Michigan, Indiana and New York, in which about 90 per cent of the late onion crop is produced. This crop is expected to amount to about 12 million 100 lb. bags, it was said, but about one-fourth of this quantity will be required to meet direct war needs.

Producers and shippers may move onions into common storages not equipped with refrigeration facilities and within a range of 25 miles of the point where grown, if they did so last year, without a shipping permit, the WFA explained, but any other shipment, either by rail or truck, must be authorized by a specific permit.

Prompt Action Urged for Material Allotments

The necessity for prompt action by prime and secondary consumers of controlled materials who make allotments to their suppliers, is emphasized by Walter C. Skuce, director of the Controlled Materials Plan division of WPB, who urges that allotments to the supplier be made without delay and as soon as consumers are in a position to do so.

"In cases where consumers receive advance allotments of controlled materials, they should likewise make advance allotments to their suppliers in order to permit the placement of orders as early as possible," Mr. Skuce said. Failure to place orders and make allotments promptly may interrupt the flow of materials and parts to end-product programs, resulting in inability of producers to meet delivery schedules.

"If additional allotments of controlled materials are required, secondary consumers will apply to their customers while prime consumers will apply to claimant agencies or WPB industry divisions."

Express Traffic Up 20 Per Cent

Traffic handled by the Express Agency during the first six months of the year showed an increase well over 20 per cent as compared with 1942, it has been announced by President L. O. Head.

At the present pace, he anticipated that the express business for 1943 would probably exceed 200,000,000 shipments. It is estimated that today between 60 and 75 per cent of express movement is war business with the U. S. government and its branches as the largest customer and with war production plants, contractors and sub-contractors running a close second.

Commercial business from merchandising sources also has been running heavy, as indicated in the New York metropolitan district, where nearly 25 per cent of the nation's express business originates.

It was announced also that air express traffic is reaching new peaks, with an increase of 68 per cent in weight in April and similar increases indicated for subsequent months.

At the same time, Mr. Head reported that the Express Agency has given nearly

one fourth of its experienced operating and agency personnel to the armed services. Replacements have been made for 14,000 employees, approximately 25 per cent being young women. Many of these women are wives or relatives of men now in the armed forces. While they are being used most extensively in clerical capacities, they have also been assigned to tasks formerly considered the exclusive province of men. The Agency's employee training program is now under way and instructions in each of the thirteen operating regions of the company are planned. In due course all new employees will be given the opportunity to gain further knowledge regarding their jobs.

Would Continue School Boys on Part Time Work

Paul V. McNutt, chairman of the War Manpower Commission, has proposed that arrangements be worked out so that high school boys and girls who have been employed by industries during the vacation months may continue such employment on a part-time basis when they return to school this fall. Pointing out that such a plan would permit student manpower to continue to be used in the nation's interest while allowing them to follow their educational opportunities, the WMC chairman urged employers, school officials, civic leaders and parents to co-operate to make such programs effective.

N. E. Transportation Co. Rewards Careful Drivers

The New England Transportation Company (highway subsidiary of the New Haven) recently awarded a \$100 war bond to George A. Winslow, Thomaston, Conn., in recognition of his having driven one of the company's motor coaches for 15 years without having an accident for which he was responsible. The company also awarded to Earle A. Keith, Manchester, Conn., a \$50 bond for having operated a N. E. T. truck for 10 years without an accident for which he was responsible.

Material Purchases Authorized Railways by WPB

Advance authorization to the railways to place orders, in varying quantities, for other than controlled materials for the first three quarters of 1944 is contained in an authorization strip and a letter of instruction by G. M. Cornell, deputy director, Transportation Equipment division of the War Production Board. The letter and authorization strip are to be attached to individual purchase authorizations, form WPB-2585, for controlled materials for the fourth quarter of 1943, when these forms are returned to the railways.

This advance authorization supersedes the advance authorization in form PDL-2261 (which accompanied form PD-844 for the third quarter of 1943) insofar as other than controlled materials are concerned. This means that in addition to placing orders for controlled materials authorized for the fourth quarter of 1943, orders may be placed for other than controlled materials,

with preference rating AA-1, in the first quarter of 1944, up to 90 per cent of the amount authorized on form WPB-2585 for the fourth quarter of 1943; in the second quarter of 1944, up to 80 per cent of the amount so authorized; and in the third quarter of 1944, up to 50 per cent of the amount so authorized.

The advanced authorization for controlled materials for the first and second quarters of 1944, contained in form PDL-2261, remains in effect and no advance authorization has been issued for controlled materials beyond the second quarter of 1944. The new letter of instruction, CMPL-412, points out that authorizations for rail and track accessories are to be handled in accord-

ance with form WPBI-191, June 18, 1943.

Attention also is directed, by letter CMPL-412, to the fact that amounts authorized by fourth quarter forms WPB-2585 constitute the maximum amounts of each classification of material for which orders may be placed for delivery during the fourth quarter of 1943. If, under the advance authorization provisions of letter PDL-2139 or of form PDL-2261, (attached to third quarter authorizations on form PD-844), orders in excess of the amounts specifically authorized on form WPB-2585 (or supplements), are outstanding for delivery in the fourth quarter (1943), such excess delivery orders must be cancelled.

Materials and Prices

The following is a digest of orders and notices of interest to railways, issued by the War Production Board and the Office of Price Administration since August 21:

CMP Interpretation 14—Use of the quarterly identification symbol in connection with the placement of orders under CMP procedure has been clarified through the issuance of Interpretation 14 of CMP Regulation No. 1, announced by the WPB August 25.

The quarterly identification need not be shown in placing orders for class B product components or other production materials (except controlled materials). For example, the identification, "Preference Rating AA-1, Allotment Number W-1" is sufficient for the placement of an order for a class B product.

The allotment number, however, must be shown on all orders placed with preference ratings under CMP, even though the quarterly identification is not required. Applications for controlled materials must include a claimant agency pattern and manufacturers will be unable to indicate it unless allotment numbers are placed on orders.

The quarterly identification (3Q43, 4Q43, etc.) indicates the quarter for which an allotment is valid and must be indicated (1) on all authorized controlled material orders, except those being purchased under a blanket symbol such as MRO and SO, and (2) on all allotments. The identification, when it is required, must immediately follow the abbreviated allotment number—for example, W-1-3Q43.

Plumbing and Heating Equipment—A general revision of Plumbing and Heating Equipment Order L-79 was announced August 23, by the WPB. The revised order restricts sale or delivery of plumbing and heating equipment, as defined in the order, from the manufacturing level down to the ultimate consumer except on an A-10 or higher rating. Previous restrictions required an A-10 or higher rating only to cover sales to the ultimate consumer.

The order extends restrictions to cover all except non-metallic plumbing and heating equipment. Formerly, only equipment containing 50 per cent or more metal by weight was included under restrictions of the order.

All items of metal plumbing and heating equipment which cost the purchaser less than \$5.00 are exempted from the restrictions. Previously the order specified that items costing less than \$5.00 could be sold without ratings provided such sales were part of an order totalling no more than \$10.00. Vitreous china equipment is not restricted but vitreous china equipment with fittings is restricted.

Steel Products—Interpretation 1 to Limitation Order L-211 issued August 23, states the conditions under which so-called customer specifications may be used in the purchase of products covered by the various schedules to this order.

A producer may accept an order to a customer's private specification for any steel product for which a specification is prescribed by a schedule to Order L-211. Provided: (1) That such customer specification is in agreement with a definite specification designated in the schedule, and provided the purchaser so states in placing his order, or (2) That such customer specification specifies only such requirements as the customer is authorized to specify in the schedule, or such directions as are necessary to the contract, which do not violate the provisions of the schedules. No other

customer specification for such products may be accepted except on authorization on appeal in accordance with Limitation Order L-211.

Tires—Eligible truck operators who hold tire rationing certificates but who are unable to locate within their county the proper tires may apply to their nearest Motor Transport District Office of the Office of Defense Transportation for assistance, the ODT announced August 24. This information will in turn be transmitted daily to the Office of the Rubber Director, who will endeavor to arrange for the proper redistribution of tires so that all the certificates can be honored as quickly as possible after issuance.

Prices

Bituminous Coal—Amendment No. 59 to Maximum Price Regulation No. 120 (Bituminous Coal Delivered from Mine to Preparation Plant), Amendment No. 11 to Maximum Price Regulation No. 122 (Solid Fuels Sold and Delivered by Dealers), and Amendment No. 16 to Maximum Price Regulation No. 189 (Bituminous Coal Sold for Director Use as Bunker Fuel), all effective August 23, are three regulations designed to take care of the situation brought about by the expiration of the Guffey Coal Act on August 23, 1943, and the discontinuance on that date of the Bituminous Coal division of the Department of the Interior.

The Coal division had regulated minimum bituminous coal prices since October 1, 1940, and maximum prices for bituminous coals were established over the structure of the minimum price schedules. These amendments preserve the designations contained in the minimum price schedules of the Coal division with respect to coal classifications, sizes, groupings, mine index numbers, producing districts and sub-districts and all other trade appellations. This means that producers, distributors and dealers will continue to observe ceilings on their coals as at present.

Where sales of bituminous coal are now being made at minimum prices (established under the Guffey Coal Act) which exceed OPA's maximum prices for the same coal, these amendments provide that this practice may be continued only until October 23, 1943. However, during the intervening two-month period producers may petition OPA for a higher ceiling price if they will suffer hardship in being forced to revert to the lower maximum prices established by OPA. Only dealers who are also producers or distributors have been subject to the minimum price regulation.

Bituminous Coal—Temporary increases over the maximum prices of bunker coal (coal sold as vessel fuel) which were granted to suppliers for the period June 22 to August 25, 1943, were continued in effect until December 31, 1943, by the OPA in Amendment No. 17 to Maximum Price Regulation No. 189 (Bituminous Coal Sold for Direct Use as Bunker Fuel) effective August 25.

Petroleum and Petroleum Products—Amendment No. 123 to Revised Price Schedule No. 88 (Petroleum and Petroleum Products), effective September 1, provides a means of adjusting ceilings frozen at subnormal levels for tank wagon sales of gasoline, kerosene, distillate fuel oil, diesel fuel or tractor fuel in 11 middle western states.

These below-normal prices may be increased either by taking the reference seller's (the main seller's) normal price as of October 1, 1941, or taking the reference seller's present ceiling price and adding to its seven-tenths of a cent per gallon. The lower of the prices resulting from this adjustment is the new ceiling price.

One exception is that in the case of tractor fuel, if the tank wagon seller's maximum price is higher than these two alternatives, then that maximum price remains in effect.

This action applies to tank wagon sellers in the states of Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota and Wisconsin.

Petroleum and Petroleum Products—Amendment No. 124 to Revised Price Schedule No. 88 (Petroleum and Petroleum Products) effective Sept. 2, provides that buyers and sellers of petroleum and petroleum products, covered by Revised Price Schedule No. 88, may agree that maximum prices for deliveries, made during the time a petition for adjustment or amendment is pending, shall be in accordance with the disposition of the petition.

This broadens the existing provisions on adjustable pricing in the schedule, which already allowed the buyer and seller to agree on a price to be adjusted to the maximum price in effect at the time of delivery. Adjustments will be allowed in prices for deliveries during the pendency of a petition when the deliveries are necessary to promote distribution or production and they will not interfere with the purposes of the Price Control Act, OPA said.

The same amendment corrects the specific maximum price of kerosene f.o.b. Jacksonville, Fla., for delivery in tank cars to 7.05 cents a gallon. Through inadvertence a general increase of three-tenths of a cent per gallon in ceiling prices of kerosene in District No. 1, effective March 17, 1943, was not added to the Jacksonville specific ceiling.

Linseed Oil—Amendment 4 to Maximum Price Regulation No. 53 (Fats and Oils), effective August 28, establishes maximum prices at all sales levels for two types of linseed oil which have not been manufactured before. Differentials allowed on these oils represent raw material and manufacturing costs. There will be no increase in prices to the ultimate consumer because it is expected that the final product (a mixture of the new types and other ingredients required by the WPB) will be sold at prices no higher than those of raw linseed oil.

Southern Hardwood—Amendment No. 8 to Revised Maximum Price Regulation No. 97 (Southern Hardwood Lumber), effective August 21, provides an increase of \$6 per M.b.m., in the maximum prices of all standard grades and items of Southern hardwood board lumber. This increase, affecting more than 90 per cent of the Southern hardwood production, will add \$5.00 per M.b.m., or 14.5 per cent to mill realization.

The mark-ups are applicable to all standard grades and items, but not to construction boards, white oak and red oak structural stock or sound square edge material; or to white or red oak freight car stock, common dimension, mine car lumber, or to special grades and items for which maximum prices have been established for particular mills under the regulation's special pricing provisions.

Southern Pine—Amendment No. 5 to Revised Maximum Price Regulation No. 19 (Southern Pine Lumber), effective August 31, establishes specific additions which lumber wholesalers and commission men may make to lumber ceiling prices as compensation for their services of channeling the mills' output through the nation's lumber markets into the hands of users.

On direct-mill sales of Southern pine lumber made by a wholesaler, the wholesaler may add 6 per cent, but not more than \$3 per M.b.m. to the regular f.o.b. producing mill ceiling prices.

In direct-mill sales of Southern pine lumber through commission men, the commission man may add 4 per cent, but not more than \$2 per M.b.m. to the regular f.o.b. producing mill ceiling prices.

On direct-mill sales of Southern pine lumber by wholesale and retail yards, a mark-up of 6 per cent, but not more than \$3 per M.b.m. may be made to the regular f.o.b. producing mill prices.

In no case, OPA said, do the additions and mark-ups bring any increase in the producing mill's price of realization.

GENERAL NEWS

Accident on D. L. at Wayland, N. Y.

Lackawanna Limited is side-swiped, bringing death to 28 persons

A side-swiping collision between a passenger train and the locomotive of a local freight train on the Delaware, Lackawanna & Western at Wayland, N. Y. (84 miles east of Buffalo), about 5:22 p.m. on August 30 resulted in fatalities to 27 passengers and one supervisory employee, and injuries to some 105 passengers.

The passenger train involved was No. 3, the "Lackawanna Limited." The freight train was Extra 1248 West. The local freight train arrived at Wayland, about 4:30 p.m. and cleared the main westbound track (this being a double-track line), by backing its short train onto a stub-end station track, and proceeded to do station switching. No. 3, also westbound, was due at Wayland at 5:13 p.m. and was running about 9 minutes late. At the instant of the arrival of No. 3, Locomotive 1248 (a 2-8-2 type), in the process of its station switching, moved just westward of the fouling point at the main line westbound switch, the switch being closed against movement onto the main line, and some part of the locomotive (probably the left cylinder) was struck by No. 3, which was passing at a speed of about 70 m.p.h.

The resulting impact derailed the locomotive (a 4-6-4 type) of No. 3, which turned over on its left side, blocking both main tracks, and also the only other track (the eastbound siding). The first six cars on No. 3 were also derailed, as follows: a combination (baggage and mail) car, a Pullman parlor car, a sleeping car, and three coaches. All the derailed cars, however, remained upright. Remaining cars in the train's consist which were not derailed were: one coach, a dining car, and three more coaches.

As far as can be established at the present writing, all or nearly all of the fatalities to passengers occurred in the sixth car of the train (i.e., the second coach ahead of the dining car). This car came to a stop alongside the damaged freight locomotive which discharged steam into the coach, this being the major cause of the fatalities to passengers. This coach was the property of the Nickel Plate, and was to have been delivered by the Lackawanna to the owning road at Buffalo for through movement to Chicago.

The road's double-track line in this territory is equipped with two-position lower quadrant automatic signals, one of which,

governing westward movement, is located approximately 1,500 ft. east of the point of collision. This signal showed "clear" when No. 3 passed it, just prior to the accident.

Cab signals are also in use in this territory, and were operative—but neither cab nor wayside signals, of course, would have indicated "stop" if fouling of the main line had occurred only at the instant of No. 3's passing. The supervisory employee killed was Fred H. Meincke, superintendent of locomotive operation, who was riding the cab of No. 3's engine. The engineers of both the freight and the passenger trains were men of long experience. Neither was injured, and presumably will be able to testify at the investigation, which was begun at Buffalo on September 1.

The road has a time-table rule, requiring all inferior trains to clear the time of No. 3 by not less than 10 minutes. No operator was on duty at the station at Wayland—the nearest station to the east at which an operator was on duty being Cohocton, approximately 10 miles distant.

This was the first train accident on the Lackawanna, involving fatalities to passengers, since 1925.

Club Meeting

The American Railway Development Association will hold its annual conference at the LaSalle Hotel, Chicago, on October 14 and 15.

National Advisory Board to Meet October 15

The National Association of Shippers' Advisory Boards will hold its annual meeting at the Jefferson Hotel, St. Louis, Mo., on October 15.

Court Voidance of N. J. Railroad Tax Act is Appealed

The New Jersey State Treasurer's office has appealed to the state's court of errors and appeals an opinion by the court of chancery holding unconstitutional two major provisions of the state's railroad tax settlement legislation of 1941 and 1942 calling for the long-term payment of delinquent taxes and the waiver of interest on unpaid taxes. The court of chancery on July 21 held that the interest-waiving constituted an unlawful gift of state funds and that the annulment by the legislature of a fixed and vested financial obligation from a private corporation to the state was unconstitutional unless supported by some legal or moral consideration, which the state did not receive in this case. The petition, which will be argued at the October term of the Errors Court, asked that the chancery court order be reversed. (Previous item in *Railway Age* of July 24, page 192.)

Mercier Discusses RRs' Peace Status

Sees carriers contributing to prosperity if financial position is sound

If the railroads are soundly positioned financially after the war, they should continue to be a bulwark to the prosperity of the country, in the opinion of A. T. Mercier, president of the Southern Pacific Company. Financially strong railroads can serve the nation, he says, not only by providing efficient and economical mass transportation, which is a first essential of business and industry, but also by turning purchasing power into channels of trade through vast sums paid in wages to railroad employees and, additionally, through very heavy purchases of materials and supplies. This view of railroading in the post-war period is included in an article written by Mr. Mercier for the September issue of *Pacific Purchaser*.

The Western railways are handling by far the largest traffic load in all their history, in spite of unprecedented difficulties, Mr. Mercier stated. The increased transportation load placed upon Western railways is illustrated by the experience of the Pacific Lines of the Southern Pacific. These lines in 1940 carried the greatest ton-mile volume of freight in their entire history and this volume increased successively in 1941, 1942 and thus far in 1943. The ton-mile figures for the first six months of 1943 show an increase of 168 per cent over the same period of 1939, the last year before the defense load began; 142 per cent over 1929, theretofore the all-time peak year; and 180 per cent over the same period in 1918, during World War I. Passenger-mile figures, including troop movements, for the first six months of this year, compared with similar periods in former years, show an increase of 335 per cent over 1939, 292 per cent over 1929, and 246 per cent over 1918.

"Such tremendous increases as these certainly could not have been handled by the carrier without the practical and well-sustained co-operation received from shippers, both military and commercial," Mr. Mercier continued. "The average freight car is now being loaded 15 per cent more heavily than in 1939. This heavier loading by our shippers has had a practical effect of increasing the car supply of the Southern Pacific by the equivalent of more than 6,000 cars. These figures are for carlot shipments originating on our Pacific Lines. If less-than-carload and cars received from

(Continued on page 391)

\$529 Million Net Income in 7 Mos. Net railway operating income for same period was \$823,519,073

Class I railroads in the first seven months of this year had an estimated net income, after interest and rentals, of \$529,200,000 as compared with \$375,956,840 in the first seven months of 1942, according to the Bureau of Railway Economics of the Association of American Railroads. The seven-months' net railway operating income, before interest and rentals, was \$823,519,073, compared with \$685,309,067 in the corresponding 1942 period.

In the 12 months ended with July 31, the Class I roads had a rate of return of 6.01 per cent on their property investment, as compared with 4.29 per cent for the 12 months ended with July 31, 1942.

July's estimated net income was \$83,300,000, compared with \$89,631,861 in July, 1942; while the net railway operating income for that month was \$120,611,205, compared with July, 1942's \$133,625,235. As the A. A. R. statement noted, "July

income was \$330,519,544 compared with \$287,831,741. Gross in the Eastern district in the seven months totaled \$2,273,443,166 an increase of 21 per cent compared with the same period in 1942, while operating expenses totaled \$1,541,764,397 an increase of 17.1 per cent. The Eastern district's estimated net income for July was \$37,700,000 compared with \$36,863,694 in July, 1942; net railway operating income amounted to \$52,302,192 compared with \$54,797,339.

Class I roads in the Southern region in the seven months had an estimated net income of \$88,600,000 compared with \$70,075,497 in the same period last year. Their seven-months net railway operating income was \$125,855,314 compared with \$107,328,861. Operating revenues in the Southern region in the seven months totaled \$754,518,751 an increase of 35.6 per cent compared with the same period of 1942, while operating expenses totaled \$423,778,001 an increase of 23.8 per cent. For July the roads in the Southern region had an estimated net income of \$10,300,000 compared with \$12,418,812 in July, 1942; net railway operating income amounted to \$14,289,639 compared with \$16,262,199.

Class I roads in the Western district in the seven months had an estimated net

Examiner Proposes Susquehanna Plan Would wipe out equities and give new company a third of old road's capital

The Interstate Commerce Commission has made public a proposed report by Examiner C. A. Bernhard embracing a plan for the reorganization of the New York, Susquehanna & Western. The effective date of the plan would be January 1, 1944. It provides for new capitalization of about \$14,000,000, as compared with the old company's capitalization of \$38,213,163, to which the addition of the debt outstanding as of December 1, 1942, brought obligations to a total of \$44,366,343.

The equities of the holders of the old company's common and preferred stocks are found to be of no value, and no provision is made for their participation in the reorganization. Holders of unsecured claims not entitled to priority would receive about 9.47 per cent of the principal amount of their claims in new common stock.

The capitalization of the new company would include \$3,500,000 of no-par common stock and \$3,000,000 of 5 per cent preferred stock, on which dividends would be cumulative to the extent earned. Both issues would be placed under a 10-year voting trust and voting trust certificates would be issued, the holders of which would instruct the voting trustees on the voting of stock, except that a railroad or its affiliate could not exercise this power. A sale or merger could be effected with the consent of 51 per cent of the certificate holders entitled to this right of instruction.

The new company would have fixed-interest 4 per cent bonds in the amount of \$5,000,000 and contingent-interest 4½ per cent bonds in the amount of \$2,500,000. Annual charges would amount to \$417,500, including \$200,000 on fixed-interest bonds, \$112,500 on contingent-interest bonds, \$20,000 to the sinking fund for the terminal first mortgage 4 per cent bonds, and \$85,000 to an additions and betterments fund.

Allotments of new securities to the creditors of the old company for each \$1,000 principal amount of bonds are shown in the table:

	Terminal first mtg. 4 per cent bonds	First & Consol. mtg. 4 per cent bonds	Gen. mtg. 4½ per cent income bonds	5 per cent preferred stock	Common stock
Terminal bonds	\$1,000				
Midland of N. J. bonds		\$507.78	\$540.50	\$289.22	
Refunding bonds		328.09	176.03	531.76	\$454.37
2nd mortgage bonds					1,299.50
Gen'l. mortgage bonds					348.29
Patterson extension bonds					1,076.00
Lease-purchase agreements made by the					

CLASS I RAILROADS—UNITED STATES
Month of July

	1943	1942
Total operating revenues	\$791,195,970	\$665,181,540
Total operating expenses	466,657,987	390,476,946
Operating ratio—per cent	58.98	58.70
Taxes	187,011,786	125,214,536
Net railway operating income (Earnings before charges)	120,611,205	133,625,235
Net income, after charges (estimated)	83,300,000	89,631,861
Seven Months Ended July 31		
Total operating revenues	\$5,137,853,513	\$3,945,940,567
Total operating expenses	3,097,217,396	2,547,739,388
Operating ratio—per cent	60.28	64.57
Taxes	1,104,895,090	613,498,234
Net railway operating income (Earnings before charges)	823,519,073	685,309,067
Net income, after charges (estimated)	529,200,000	375,956,840

is the second consecutive month in which the net earnings of the carriers has shown a decline."

Operating revenues in the seven months totaled \$5,137,853,513 compared with \$3,945,940,567 in the same period of 1942, an increase of 30.2 per cent. Operating expenses amounted to \$3,097,217,396 compared with \$2,547,739,388, an increase of 21.6 per cent.

Class I roads in the seven months paid \$1,104,895 in taxes compared with \$613,498,234 in the same period in 1942. For July alone, the tax bill amounted to \$187,011,786 an increase of \$61,797,250 or 49.4 per cent above July, 1942. Sixteen Class I roads failed to earn interest and rentals in the seven months, of which eight were in the Eastern district, two in the Southern region, and six in the Western district.

The July gross totaled \$791,195,970 compared with \$665,181,540 in July, 1942, while operating expenses totaled \$466,657,987 compared with \$390,476,946.

Class I roads in the Eastern district in the seven months had an estimated net income of \$213,800,000 compared with \$162,275,610 in the same period last year. Their seven-months net railway operating

income of \$226,800,000 compared with \$143,605,733 in the same period last year. They had a net railway operating income of \$367,144,215 compared with \$290,148,465. Gross in the Western district in the seven months totaled \$2,109,891,596 an increase of 39.6 per cent compared with the same period in 1942, while operating expenses totaled \$1,221,674,998 an increase of 26.5 per cent above 1942.

For July alone the Western district's estimated net income was \$35,300,000 compared with \$40,349,355 in July, 1942. Its net railway operating income amounted to \$54,019,374 compared with \$62,565,697 in July, 1942.

ODT Shifts Tank Truck Control

The petroleum carriers section of the Division of Motor Transport of the Office of Defense Transportation has been shifted to the Division of Petroleum and Other Liquid Transport, where it will be known as the tank truck section, ODT Director Eastman announced August 30. Samuel F. Ninness, chief of the petroleum carriers section, has been named associate director of the division in charge of the new tank truck section.

trustee for new equipment would not be affected by the reorganization, as annual payments thereon would be met from the additions and betterments fund. To avoid the possibility of dilution of the security of the existing 5 per cent Terminal mortgage bonds, the examiner suggests that a new Terminal first mortgage might be created or an extension agreement devised with this effect; in either case the Terminal bonds of the new company would carry a 4 per cent interest rate, with a sinking fund provision to increase their strength.

The new first and consolidated bonds would be secured by a first mortgage on the entire system, subject to the lien securing the new Terminal bonds and rights under equipment purchase agreements. However, for the purpose of allocating new securities between the old Midland bonds and refunding bonds, the examiner proposes that the system be divided into two parts, on the basis of earnings, one termed the refunding part and the other the Terminal and Midland part. About 24.57 per cent of the system earnings would be attributable to the former, and 75.43 per cent to the latter, and the fixed-interest bonds issued would be divided between the two parts on that basis. The same method is applied to the distribution of the new income bonds and preferred stock, except that there is additional preferred stock available for the refunding bonds after the application of the formula for the benefit of the Midland bonds.

While no provision is made for regular debt retirement through sinking funds, except in the case of the Terminal bonds, the plan provides that an amount equal to 50 per cent of all dividends paid on new common stock should be applied to the retirement of the general mortgage income bonds and then to the retirement of the preferred stock.

The provision of new common stock for holders of unsecured claims in the proportion of \$94.74 for each \$1,000 would affect principally the bondholders of the Wilkes-Barre & Eastern, whose unsecured claim in the amount of \$2,250,000 was approved by the court as a step in the settlement negotiated between that subsidiary and the old company, and the Lehigh & New England, which had an approved unsecured claim for \$116,517. A settlement with the Erie was previously effected, the examiner points out, under which substantially all of that road's claims were adjusted, and no provision is made in the proposed plan for any further settlement with that road.

I. C. C. Service Orders

At the request of the Office of Defense Transportation the Interstate Commerce Commission has issued its Service Order No. 150, effective August 28, prohibiting railroads from operating or participating in the operation of special freight trains on expedited schedules at a charge in addition to the applicable rates, or of expedited trains assembled in accordance with the instructions of shippers or consignees of freight. The provisions of the order do not apply to trains "operated for the purpose of transporting impedimenta

correlated to a movement of troops," and three special agents of the commission, W. G. Curren at New York, J. M. Hood at Washington, D. C., and W. F. Kirk at Chicago, are authorized to issue special permits for the operation of such trains.

Service Order Uo. 143, prohibiting the reicing of refrigerator cars loaded with fresh or green fruits or vegetables at certain western points, has been set aside by Service Order No. 143-A, effective September 2. Amendment No. 1 to Service Order No. 149, effective August 31, extended to the Denver & Rio Grande Western the prohibition against initially icing refrigerator cars loaded with potatoes originating at points in Colorado.

By Amendment No. 3 to Service Order No. 104, effective September 1, the commission revised the provisions of Amendment No. 2 to that order, the purpose of which was reported in *Railway Age* of August 28, page 349, so that railroads are required to substitute for box cars empty westbound refrigerator cars of Pacific Fruit Express or Santa Fe ownership only.

Effective August 30, Amendment No. 4 to Service Order No. 133 modified the original order's restrictions on initial bunker icing of refrigerator cars of fresh or green vegetables to limit the amount of ice used to 4,000 lb. for cars loaded in Colorado, except at points on the Union Pacific in that state.

ODT Appointment

The appointment of O. C. Castle as deputy director of the Division of Railway Transport of the Office of Defense Transportation, in charge of the Southwestern region, was announced August 30. In March, 1942, Mr. Castle was appointed associate director of the division in charge of freight and passenger operations, and a review of his career was published in *Railway Age* at that time, in the issue of March 28, page 669.

In his new position Mr. Castle will maintain headquarters at Houston, Tex., where he replaces E. A. O'Donnell, who has been transferred to the Kansas City, Mo., office of the division. Under W. F. Kirk, regional director at Chicago, the Southwestern region includes Texas, New Mexico, Oklahoma, Arkansas, and that part of Louisiana west of the Mississippi.

New Edition of "Railway Accounting Rules" Issued

The October 1, 1943, edition of "Railway Accounting Rules" will be available next week, according to a circular issued by E. R. Ford, secretary of the Accounting Division, Association of American Railroads. It will contain all mandatory and recommendatory rules and forms of the Division, as amended or supplemented in accordance with the recommendations of the standing committees, and as approved by the general committee at its June meeting.

The book is published in substantially the same form as previous editions, and one copy will be furnished without charge to each member of the Accounting Division. Additional copies may be obtained from

Mr. Ford's office (Transportation Building, Washington, D. C.), the price to member roads and their employees being 50 cents each when ordered in quantities of 10 or more and 75 cents when ordered in quantities of less than 10. Prices to non-members of the Accounting Division are double the foregoing.

Freight Car Loading

Loadings of revenue freight for the week ended August 28 totaled 904,007 cars, the Association of American Railroads announced on September 2. This was an increase of 12,810 cars or 1.4 per cent above the preceding week, an increase of 4,602 cars or one half of one per cent above the corresponding week last year, but a decrease of 8,713 cars or one per cent below the comparable 1941 week.

Loading of revenue freight for the week ended August 21 totaled 891,197 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loadings

For the Week Ended Saturday, August 21			
District	1943	1942	1941
Eastern	169,232	160,187	181,618
Allegheny	195,758	185,425	198,096
Pocahontas	55,269	53,852	59,091
Southern	117,829	117,031	120,262
Northwestern	147,288	151,703	152,151
Central Western	132,347	131,001	129,310
Southwestern ..	73,474	70,235	59,260
Total Western Districts	353,109	352,939	340,721
Total All Roads	891,197	869,434	899,788
Commodities			
Grain and grain products	56,225	49,672	43,625
Live stock	16,273	14,731	12,014
Coal	176,489	160,710	169,691
Coke	14,528	14,004	12,941
Forest products	48,178	52,030	50,469
Ore	88,709	86,027	77,019
Merchandise l.c.l.	101,113	89,547	157,102
Miscellaneous	389,682	402,713	376,927
August 21	891,197	869,434	899,788
August 14	887,165	868,845	890,337
August 7	872,077	850,221	878,505
July 31	885,514	863,576	882,022
July 24	883,826	855,515	897,564
Cumulative			
Total, 34 W's	27,054,867	27,837,036	26,814,819

In Canada.—Car loadings totaled 72,320 for the week ended August 21 as compared with 70,536 for the previous week and 65,652 for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Total Cars Loaded	Total Cars Rec'd from Connections
Total for Canada:		
Aug. 21, 1943	72,320	40,764
Aug. 14, 1943	70,536	39,994
Aug. 7, 1943	66,915	38,734
Aug. 22, 1942	65,652	36,666
Cumulative Totals for Canada:		
Aug. 21, 1943	2,172,657	1,269,766
Aug. 22, 1942	2,157,708	1,126,865
Aug. 23, 1941	1,993,424	993,716

Representation of Employees

The National Council of Railway Patrolmen's Unions, American Federation of Labor, has won the right to represent New York Central patrolmen (including lieutenants and sergeants), according to results of a recent election which have been certified by the National Mediation Board. The A. F. of L. affiliate obtained 569 votes as compared with 235 polled by the New York Central Railroad Police Association.

In other recent elections, clerical and

office employees of the Southern Freight Tariff Bureau have chosen the Brotherhood of Railway Clerks; maintenance of way employees of the Peoria & Pekin Union have chosen the Brotherhood of Maintenance of Way Employees; and unions operating through the Railway Employees Department, A. F. of L., have won the right to represent Philadelphia, Bethlehem & New England machinists, boilermakers, blacksmiths, sheet metal workers, helpers and apprentices of the foregoing, and power house employees and railway shop laborers. Meanwhile the Congress of Industrial Organizations' United Transport Service Employees of America has been chosen by train porters employed by the Atlanta & West Point.

July Earnings in Canada

The two principal Canadian railways reported July earnings and expenses as follows:

Canadian National

July	1943	Increase
Gross	\$ 39,832,000	\$ 6,699,000
Expenses	31,136,000	5,735,000
Operating Net	\$ 8,696,000	\$ 964,000
7 Months		
Gross	\$250,316,000	\$47,768,000
Expenses	196,685,000	39,888,000
Operating Net	\$ 53,631,000	\$ 7,880,000

Canadian Pacific

July	1943	Increase
Gross	\$ 26,642,582	\$ 4,716,574
Expenses	22,712,535	4,054,978
Operating Net	\$ 3,930,047	\$ 661,596
7 Months		
Gross	\$162,874,113	\$19,915,013
Expenses	137,740,904	19,998,338
Operating Net ...	\$ 25,133,209	\$— 83,325

How Bureaucrats Put Business in Unfriendly Light

To capitalize on isolated instances of bad practices in the enterprise system, is one of several means persistently employed during the past decade to regiment business and order the daily lives of Americans through the process of bureaucracy, according to the August letter of the Transportation Association of America. "First," the letter points out, "bureaucracy misleads the public by giving the impression that exceptional cases of maladjustment in some given industry are in fact representative of the enterprise system as a whole. Then the stage is set for a Congressional investigation, at which time the bureaucrats take every opportunity to arouse political support for legislation which will create another regulatory federal authority.

It is well to understand this technique of assault upon the enterprise system, because it has a direct bearing on the efforts of our Washington bureaucracy to gain ultimate control over the transportation industry of America, without which no socialistic program can succeed. The American enterprise system can be weakened, but it cannot be destroyed if the transportation industry remains in private ownership.

"If we delve into American history we find that in 1786 an Assembly of representatives from several states was called at Annapolis because of a transportation problem. It was necessary to establish rules for the conduct of the affairs of commerce. As a result of subsequent deliberations between representatives of the states, the pattern of the Constitution was evolved. Today the solution of the transportation problem is closely allied to the preservation of our Constitution, as was the commerce problem of 1786 in developing the original concept of our form of government.

"Either we must formulate a national policy for this industry so that it can live and prosper as a private enterprise, or, clinging to our present illogical treatment of the problem, permit the industry to drift into government ownership.

"Because of some glaring economic maladjustments within the industry, which have kept it on the brink of government ownership since 1900, transportation has been a most convenient political 'football.' Political treatment of the question has largely consisted of compromises between contending self-interests rather than a consideration of what was best for the whole public welfare. But to unearth the past contributes little to a future solution. And just being 'against' government ownership will not forestall that catastrophe.

"Dismissing the pleas of all of the group interests now so active in promoting their viewpoints before Congress and the public, there is just one question before the American people: 'How can industry, as a whole, be so constituted, both in its physical and financial aspects, that it can furnish the public with the most convenient and least costly service and still pay a fair return to the private investigator?' An adequate answer must be furnished to this question in the form of a revised national policy and a plan to carry it out."

The letter also discusses integration and outlines the steps to effectuate it.

July Truck Freight Volume 9.3 Per Cent Over 1942

The volume of freight transported by motor carriers in July showed a decrease of 1.3 per cent under June, but held 9.3 per cent over July, 1942, according to American Trucking Associations, Inc.

Comparable reports were received from 229 motor carriers in 40 states. The reporting carriers transported an aggregate of 1,806,499 tons in July, as against 1,829,594 tons in June, and 1,652,188 tons in July, 1942. The A. T. A. index figure, based on the average monthly tonnage of the reporting carriers for the 1938-1940 period, was 192.67 for July as compared with June's 194.60.

Approximately 88 per cent of all tonnage transported in July was handled by carriers of general freight. Their volume showed a decline of 2.7 per cent under June, but held 9.4 per cent over July of last year. Transporters of petroleum products, accounting for a little more than six per cent of the total, increased 4.4 per cent over June, and 13.5 per cent over July, 1942.

Haulers of iron and steel products reported two per cent of the total, their volume being up 7.4 per cent over June, and 15 per cent over July of last year. Almost 3½ per cent of the total was miscellaneous commodities, including tobacco, milk, textile products, coke, bricks, building materials, cement and household goods. Tonnage in this class showed an increase of 6.1 per cent over June, but decreased 3.6 per cent under July, 1942.

Mercier Discusses RRs' Peace Status

(Continued from page 388)

other lines are included, the increase will be substantially larger."

"Among the difficulties under which the railways operate, manpower shortage is the most vexing. For example, on the Pacific Lines our current shortage of men is around 8,000, and the shortage is still greater for the system as a whole. For some time our greatest shortage has been in track workers. This has been partly alleviated by the importation of about 5,000 Mexicans during recent months. These men are well adapted to this work and their countrymen have long proved their ability in maintenance of way work on Southern Pacific and other western railways. The Mexicans being brought in at this time are being paid the regular scale of wages for maintenance of way employees as established by agreement with the labor organization. They are brought in under bond to assure their return to Mexico after the close of the war.

"Beyond track labor, however, we have a manpower shortage in nearly every phase of the railroad's operation. We have used every means at our command to augment our forces. Some 3,000 women have been employed in non-clerical jobs for kinds of work formerly performed exclusively by men. In addition we have received at various times the equivalent of 4,500 man-days of work per week-end from white collar workers—students, businessmen, clerks and others—who have thereby performed a patriotic service in helping a vital war industry and at the same time have earned a little extra money for themselves and their families. More than 12,500 former Southern Pacific employees are now in the armed forces of the United States. While we have not asked blanket exemption for any classification of railroad workers, we feel there is urgent need that draft boards, in taking up individual cases, consider the essential nature of the work being performed and the fact that years of experience are necessary in many of the crafts affected."

"The wartime traffic peaks have, of course, produced large increases in revenues for the railroads, and in this connection these facts may well be noted: This is the first period in which earnings have approached a reasonable return in more than a decade. The railroads had exceedingly hard going during the depression years and one-third of their mileage is now in receivership.

"The level of rates under which current

traffic is moving is the lowest in history by unit of work performed, and it may be added that for many years railroad rates in the United States have been the lowest in the world, except for Japan, where wage costs are, of course, not comparable to those in America. For the first five months of 1943, taxes absorbed more than half the railroads' real net earnings; that is more than half the margin of gross operating revenues over actual operating expenses. Last year the debts of the railroads were reduced by more than \$400,000,000. Finally, a vast amount of maintenance work not absolutely essential to the safe operation of the railroads at this time has had to be postponed during the war period. Consequently, after the war there will be need for rehabilitation on a large scale: and this is important to the country."

"The railroads are, of course, completely engrossed now with the war effort. Nevertheless, they are looking forward to the post-war period with the hope and expectation that they will be able to carry forward the New Era in railroading that developed during the pre-war decade, an era that was marked not only by improvements in freight transportation, but also such striking improvements in passenger service as air-conditioning, streamlining, and in general the adaptation to railroad service of the latest developments in the arts and sciences.

"If the railroads are soundly positioned financially after the war they should continue to be a bulwark to the prosperity of the nation, not only in providing efficient and economical mass transportation, which is a first essential of business and industry, but also in turning purchasing power into channels of trade through vast sums paid in wages to railroad employees and, additionally, through very heavy purchases of materials and supplies. These purchases, ranging widely in variety, including hundreds of kinds of small items, tremendous amounts of heavy durable goods, as well as great quantities of food stuffs, fuel and other supplies that are rapidly consumed, would have an immediate activating effect on business and employment."

Southern Grain-Rate Adjustment

Because "a system of one-factor inter-territorial rates on common levels seems to offer a fair and practical solution to the difficult problems" presented in various proceedings involving the Southern grain-rate adjustment, Interstate Commerce Commissioner Johnson has issued a proposed report prepared on that basis by Examiner Frank M. Weaver. The report is in No. 17000, Rate Structure Investigation, Part 7-A, Grain and Grain Products to and within Southern Territory, and it embraces numerous related proceedings including I. & S. No. 4208, Grain to, from and between Southern Territory.

After appraising the proposed one-factor rates in the foregoing manner, Commissioner Johnson went on to say that the report was being served on interested parties because they had not had an opportunity to indicate their reaction to such a proposal. He urged all, including those

favoring the proposed findings, to indicate their positions by filing exceptions and replies to the proposed report.

The latter is a document of 92 mimeographed sheets, and its headnotes summarize 25 recommended findings. The issues relate to the rates on grain and grain products (a) within Southern territory and from the Western district and Official territory to Southern territory, (b) within a limited portion of Official territory, and (c) within certain portions of Southwestern territory and from Western Trunk-Line territory to portions of Southwestern territory.

B. & M.-M. C. Airline Interests Left Undisturbed

The Boston & Maine, Maine Central and Central Vermont comprise a "railroad group," which "controls" Northeast Airlines, Inc., but such "control" was acquired before the effective date of the Civil Aeronautics Act of 1938 and has not since been increased, thus leaving the act's section 408 (b) inapplicable to the situation. Such is the finding of the Civil Aeronautics Board in a decision made public last week.

Section 408 (b) is that covering acquisition of control of an air carrier by another type of carrier. Like the similar Interstate Commerce Act provision with respect to acquisitions of motor carriers, it stipulates that CAB shall not approve such a transaction unless it finds that the proposal "will promote the public interest by enabling such carrier other than an air carrier to use aircraft to public advantage in its operations and will not restrain competition."

B. & M. and M. C., applicants in the proceedings which were docketed as Nos. 556 and 562, asked CAB to find that they had not acquired control of Northeast since the effective date of the act; or, if it found they had to go on and sanction the transaction under section 408 (b). Adopting the former course, the board dismissed the applications.

In doing so it stated that the act contained no retroactive clause indicating an intent to apply section 408 to a relationship already in existence on the date of enactment. At the same time it asserted its authority over situations wherein the extent of the control in existence on the enactment date has been increased since such date; and it made some other general observations.

Among the latter was the further discussion of the board's previously-expressed view as to the restrictive nature of section 408 (b). "The provisions of section 408," it said, "carry into the Civil Aeronautics Act a well-established national policy that the various forms of transportation should be mutually independent. That this has long been the prevailing Congressional intent is conclusively established by the legislative background of the various transportation acts and by the language of the Civil Aeronautics Act itself. We are convinced that a construction of this act which rigidly limits the participation of other forms of transportation in the air transport field is in harmony with the intent of Congress, and is neces-

sary to attain a full and sound development of our national air transportation system.

"Congressional action clearly indicates a conclusion that the public interest requires that the various forms of transportation be kept distinct so that each can operate in its own sphere independently of the others. We must therefore scrutinize carefully each situation in which there exists a relationship between an air carrier and another common carrier. . . ."

The record showed that B. & M. and M. C. each owned 15.2 per cent of Northeast's stock at the time of the hearing; while the Central Vermont, not a party to the proceeding, owned 9.5 per cent. The applicant roads claimed that their interest did not constitute control; but the board construed "control" in a broad sense, and for the purposes of the decision considered the three railroads "as acting in concert," treating them "as a single interest." From that the decision went on to a general finding that, though the law makes no specific reference to such a situation, section 408 should nevertheless be interpreted as applying to the acquisition of control of an air carrier by two or more common carriers as well as to such an acquisition by one carrier.

Contracts for Temperature Control Services Approved

Two additional contracts for protective services, i.e., temperature-control services to perishable freight, have been approved by the Interstate Commerce Commission, Division 3, in a fourth supplemental report in the Ex Parte No. 137 proceeding which was instituted after the Transportation Act of 1940 gave the commission regulatory authority over the matters. One of the contracts covers services rendered by American Refrigerator Transit Company to the International-Great Northern, Asherton & Gulf, and San Antonio Southern, while the other is between the Boston & Maine and the City Ice & Fuel Company, covering services rendered at Mechanicsville, N. Y.

Progression for Distance in Freight Rate Mileage Scales

The Interstate Commerce Commission's Bureau of Transport Economics and Statistics has made public a new study of freight rate scale progression which was prepared by Dr. Beatrice Aitchison, daughter of Commissioner Clyde B. Aitchison and a statistical analyst with the Bureau. The study carries the usual disclaimer that it is "issued as information," and "has not been considered or adopted" by the commission.

Previous studies along the same lines were made by E. S. Hobbs, his first being issued in 1937 while a revision appeared in 1940. Dr. Aitchison, whose study is Bureau of Statistics Statement No. 4351, has reexamined the subject of freight rate scale progression by a different mathematical method but the treatment is restricted to the principal class rate scales. The structure and application of each such scale is described in a preliminary review, while there is also suggested a general

LIMA LOCOMOTIVES PLAY THEIR PART

in helping the C. & O. to move more coal



While the operating records of the Chesapeake & Ohio show that miles per serviceable freight locomotive increased by 5.4% in 1942 over the excellent showing of 1941, revenue ton-miles stepped up by 13.3%—an even clearer indication of the heavier service performed by C. & O. freight locomotives during each mile of their increased daily rounds.

A substantial part of this increased load was carried for the C. & O. by Lima-built locomotives, including the "Allegheny Type" 2-6-6-6 articulated super-power Lima steam locomotives. Twenty of these were recently delivered by Lima to the C. & O., and ten more are now being built for this railroad by the Lima Locomotive Works.

LIMA LOCOMOTIVE WORKS



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method of scale construction, applicable under varying conditions. The study, according to the explanatory note, "does not seek to determine the proper level of class rate scales or proper relation of scales among the territories."

Would Investigate Affiliations of Pacific Greyhound

The recent decision of the Interstate Commerce Commission in the Refiners Transport case (reported in *Railway Age* of August 21, page 322) has been cited by Examiner Irving J. Raley of the commission's Bureau of Motor Carriers as a basis for his recommendation in No. MC-F-1807 and MC-F-1808 that the commission should (1) dismiss an application of Pacific Greyhound Lines to acquire control of Dollar Lines and of Dollar Lines to acquire the operating rights of United Stages, and (2) institute on its own motion an investigation to determine whether the present control and management of Dollar Lines as exercised by the Greyhound Corporation through Pacific Greyhound is lawful within the meaning of section 5(4) of the Interstate Commerce Act. The applications were opposed by the Santa Fe Trail Transportation Co., and the Santa Fe Transportation Co., both wholly-owned subsidiaries of the Atchison, Topeka & Santa Fe.

The common stock of Pacific Greyhound is owned by the Greyhound Corporation and the Southern Pacific in the proportions of 60.95 per cent and 39.05 per cent, respectively, the report points out, while Greyhound Corporation also owns 58.3 per cent of the subsidiary's preferred stock. The ownership of Greyhound Corporation was not disclosed in the record, the examiner remarks, this being only one of the points for which he criticized the record as incomplete. Pacific Greyhound, which already holds 40 per cent of Dollar Lines stock, seeks authority to purchase the 60 per cent held indirectly by the Standard Oil Co. of California, with whose consent it has been exercising "exclusive control and management," the examiner remarks, while United Stages is wholly owned by Pacific Greyhound.

Whether or not Pacific Greyhound is affiliated with the Southern Pacific within the meaning of section 5(6) of the act, and whether or not the interest of the railroad in Dollar Stages through Pacific Greyhound was acquired prior to the effective date of former section 213 of the Motor Carrier Act of 1935 can not be determined from the evidence in the present record, the examiner says, but he finds therein sufficient ground for recommending an investigation by the commission to determine if these relationships are lawful.

Dollar operates a reduced-fare bus service between Los Angeles, Calif., and Portland, Ore., via San Francisco over identical routes with Pacific Greyhound's first-class higher-fare service between the same points. United Stages held operating right between Los Angeles and San Francisco which were purchased by Dollar Lines in 1936, and the examiner points out that both corporations were at that time under control of Pacific Greyhound, so

that under his interpretation of the requirements of section 213 the transaction was unlawful as effected. While he does not express an opinion on the legality of Pacific Greyhound's control of Dollar Lines, he remarks that control of United Stages "appears to have been lawfully effected."

Under the principle set forth in the Refiners Transport case parent corporations of motor carriers must become parties to applications before the commission in which their subsidiaries are seeking approval of plans to acquire operating rights and property of other motor carriers. In the United Stages proceeding neither Pacific Greyhound nor Standard Oil was a party, and in the Dollar Lines proceeding neither the Greyhound Corporation nor the Southern Pacific was a party. In their absence the applications could not be approved, the examiner suggests, and on that ground he recommends that they be dismissed.

ODT Moves to Aid Deliveries of Oil and Coal

In a statement made public August 30 the Office of Defense Transportation urged local distributors of fuel oil, gasoline and other petroleum products in labor shortage areas to take the steps necessary to have their activities declared "locally needed" by the War Manpower Commission. Such activities have not been included in the WMC "essential" list, it was pointed out, but a procedure has been worked out under which local operations in labor shortage areas can be classed as "locally needed," so that preferential treatment in recruiting employees may be obtained.

In another announcement September 2 the ODT indicated that preparations are being made for the ODT to co-operate with other government agencies to provide sufficient manpower and equipment to handle an increased consumption of bituminous and anthracite coal that may exceed last year's total by 22 per cent.

"Accident Facts" for 1943

Railroad employees are twice as safe today as were their predecessors during the last war, and injuries to these workers are only a third as great as a quarter of a century ago, according to the 1943 edition of "Accident Facts," the statistical yearbook of the National Safety Council.

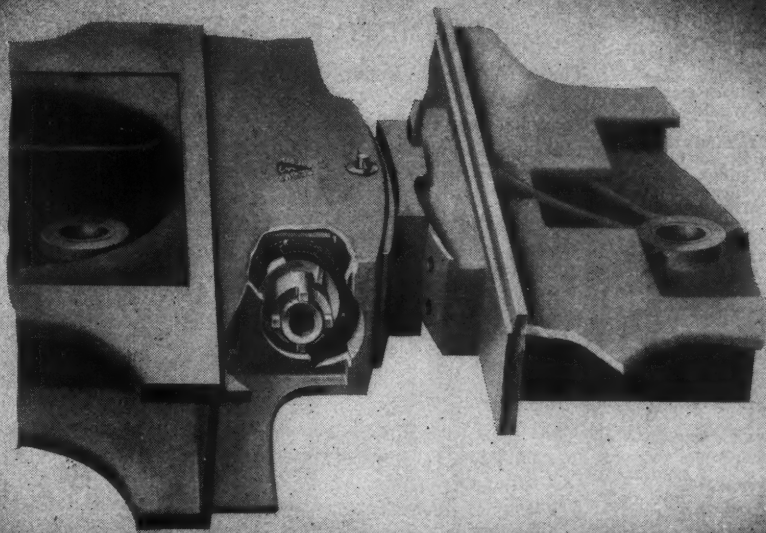
The book also discloses that last year 1,772 persons met death in motor vehicle grade crossing accidents throughout the country. In addition, 1,873 persons suffered non-fatal accidents in grade crossing collisions. There were 166 more grade crossing accidents, fatal and non-fatal, in daylight than at night during 1942, according to the Council. In one-third of the night accidents the motor vehicle struck the train at some point behind the locomotive. One-third of these grade crossing accidents occurred at crossings equipped with gates, lights or bells. In nearly two-thirds of the accidents, the train was going less than 30 miles an hour or was standing still.

The booklet also reports that a recent study shows that grade crossing accidents each month delay 1,137 trains carrying vital war materials a total of 660 hours.

Meetings and Conventions

The following list gives names of secretaries, dates of next or regular meetings and places of meetings:

- ALLIED RAILWAY SUPPLY ASSOCIATION.—J. F. Gettrist, P. O. Box 5522, Chicago, Ill.
- AMERICAN ASSOCIATION OF FREIGHT TRAFFIC OFFICERS.—W. R. Curtis, G. M. & O. R. E., 105 W. Adams St., Chicago, Ill.
- AMERICAN ASSOCIATION OF GENERAL BAGGAGE AGENTS.—E. P. Soebbing, Railway Exchange Bldg., St. Louis, Mo.
- AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—B. D. Branch, C. R. R. of N. J., 143 Liberty St., New York, N. Y.
- AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—F. O. Whiteman, Room 312, Dearborn Station, Chicago, Ill.
- AMERICAN ASSOCIATION OF RAILWAY ADVERTISING AGENTS.—E. A. Abbott, Poole Bros., Inc., 85 W. Harrison St., Chicago, Ill.
- AMERICAN ASSOCIATION OF SUPERINTENDENTS OF DINING CARS.—F. R. Berger, C. I. & L. Ry, 836 S. Federal St., Chicago, Ill.
- AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—Miss Elinor Heffern, Room 822, 310 South Michigan Avenue, Chicago, Ill. Annual meeting, October 19-21, 1943, Hotel Sherman, Chicago, Ill.
- AMERICAN RAILWAY CAR INSTITUTE.—W. C. Tabbert, 19 Rector St., New York.
- AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—George C. Smith, M-K-T Railroad, Railway Exchange Bldg., St. Louis, Mo. Annual meeting, October 14-15, 1943, La Salle Hotel, Chicago, Ill.
- AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of American Railroads, Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.
- AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.—Page N. Price, Norfolk & Western Magazine, Roanoke, Va.
- AMERICAN SHORT LINE RAILROAD ASSOCIATION.—J. H. Hunt, Tower Bldg., Washington, D. C.
- AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—C. E. Davies, 29 W. 39th St., New York, N. Y.
- Railroad Division.—E. L. Woodward, Railway Mechanical Engineer, 105 W. Adams St., Chicago 5, Ill.
- AMERICAN TRANSIT ASSOCIATION.—Guy C. Hecker, 292 Madison Ave., New York, N. Y.
- AMERICAN WOOD PRESERVERS' ASSOCIATION.—H. L. Dawson, 1427 Eye St. N. W., Washington, D. C.
- ASSOCIATION OF AMERICAN RAILROADS.—H. J. Forster, Transportation Bldg., Washington 6, D. C.
- Operations and Maintenance Department.—Charles H. Buford, Vice-President, Transportation Bldg., Washington 6, D. C.
- Operating-Transportation Division.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.
- Operating Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.
- Transportation Section.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.
- Fire Protection and Insurance Section.—W. F. Steffens, New York Central, Room 3317, 230 Park Avenue, New York, N. Y.
- Freight Station Section.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.
- Medical and Surgical Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.
- Protective Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.
- Safety Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.
- Telegraph and Telephone Section.—W. A. Fairbanks, 30 Vesey St., New York 7, N. Y.
- Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.
- Construction and Maintenance Section.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.
- Electrical Section.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.
- Signal Section.—R. H. C. Balliet, 30 Vesey St., New York 7, N. Y.
- Mechanical Division.—Arthur C. Brown, 59 E. Van Buren St., Chicago 5, Ill.
- Electrical Section.—J. A. Andreucetti, 59 E. Van Buren St., Chicago 5, Ill.
- Purchases and Stores Division.—W. J. Farrell (Executive Vice-Chairman), Transportation Bldg., Washington 6, D. C.
- Freight Claim Division.—Lewis Pilcher, 59 E. Van Buren St., Chicago 5, Ill.
- Motor Transport Division.—George M. Campbell, Transportation Bldg., Washington 6, D. C.
- Car Service Division.—E. W. Coughlin (Assistant to Chairman), Transportation Bldg., Washington 6, D. C.
- Finance, Accounting, Taxation and Valuation Department.—E. H. Bunnell, Vice-President, Transportation Bldg., Washington 6, D. C.



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Accounting Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C.
 Treasury Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C.
 Traffic Department.—A. F. Cleveland, Vice-President, Transportation Bldg., Washington 6, D. C.

ASSOCIATION OF RAILWAY CLAIM AGENTS.—F. L. Johnson, Alton R. R., 340 W. Harrison St., Chicago, Ill.

BRIDGE AND BUILDING SUPPLY MEN'S ASSOCIATION.—P. R. Austin, Johns-Manville Sales Corp., Merchandise Mart, Chicago, Ill.

CANADIAN RAILWAY CLUB.—C. R. Crook, 4415 Marcell Ave., N. D. G., Montreal, Que. Regular meetings, second Monday of each month, except June, July and August, Windsor Hotel, Montreal, Que.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS, MO.—J. J. Sheehan, 1101 Missouri Pacific Bldg., St. Louis, Mo. Regular meetings, third Tuesday of each month, except June, July and August, Hotel De Soto, St. Louis, Mo.

CAR DEPARTMENT OFFICERS' ASSOCIATION.—F. H. Stremmel, 6536 Oxford Ave., Chicago, Ill.

CAR FOREMEN'S ASSOCIATION OF CHICAGO.—Ralph J. Feddor, 2803 N. Campbell Ave., Chicago, Ill. Regular meetings, second Monday of each month, except June, July and August, La Salle Hotel, Chicago, Ill.

CENTRAL RAILWAY CLUB OF BUFFALO.—R. E. Mann, 1840-42 Hotel Statler, McKinley Square, Buffalo, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.—H. J. Hawthorne, Union Railroad, East Pittsburgh, Pa.

EASTERN CAR FOREMAN'S ASSOCIATION.—W. P. Dizard, 30 Church St., New York 7, N. Y. Regular meetings, second Friday of January, March, April, May, October and November, 29 W. 39th St., New York, N. Y.

MASTER BOILER MAKERS' ASSOCIATION.—A. F. Stiglmeier, 29 Parkwood St., Albany 3, N. Y.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—Ben Smart, 7413 New Post Office Bldg., Washington, D. C. Annual meeting, September 14-16, 1943, Edgewater Beach Hotel, Chicago, Ill.

NATIONAL RAILWAY APPLIANCE ASSOCIATION.—C. H. White, Room 1826, 208 S. La Salle St., Chicago, Ill.

NEW ENGLAND RAILROAD CLUB.—W. E. Cade, Jr., 683 Atlantic Ave., Boston, Mass. Regular meetings, second Tuesday of each month, except June, July, August and September, Hotel Vendome, Boston, Mass.

NEW YORK RAILROAD CLUB.—D. W. Pye, 30 Church St., New York 7, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September and December, 29 W. 39th St., New York, N. Y.

PACIFIC RAILWAY CLUB.—William S. Wollner, P. O. Box A, Sausalito, Cal. Regular meetings, second Thursday of each alternate month, at Palace Hotel, San Francisco, Cal., and Hotel Hayward, Los Angeles, Cal.

RAILWAY BUSINESS ASSOCIATION.—P. H. Middleton, First National Bank Bldg., Chicago, Ill.

RAILWAY CLUB OF PITTSBURGH.—J. D. Conway, 308 Keenan Bldg., Pittsburgh, Pa. Regular meetings, fourth Thursday of each month, except June, July and August, Fort Pitt Hotel, Pittsburgh, Pa.

RAILWAY ELECTRIC SUPPLY MANUFACTURERS' ASSOCIATION.—J. McC. Price, Allen-Bradley Company, 624 W. Adams St., Chicago, Ill.

RAILWAY FUEL AND TRAVELING ENGINEERS' ASSOCIATION.—T. Duff Smith, Room 811, Utilities Bldg., 327 S. La Salle St., Chicago, Ill.

RAILWAY SUPPLY MANUFACTURERS' ASSOCIATION.—J. D. Conway, 308 Keenan Bldg., Pittsburgh, Pa.

RAILWAY TELEGRAPH AND TELEPHONE APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with Telegraph and Telephone Section of A. A. R.

ROADMASTERS' AND MAINTENANCE OF WAY ASSOCIATION.—Miss Elinor Heffern, Room 822, 310 S. Michigan Ave., Chicago, Ill. Business meeting, September 15, 1943, Hotel Sherman, Chicago, Ill.

SIGNAL APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with A. A. R. Signal Section.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.—A. T. Miller, 4 Hunter St., S. E., Atlanta, Ga. Regular meetings, third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.—D. W. Brantley, C. of Ga. Ry., Savannah, Ga.

TORONTO RAILWAY CLUB.—D. M. George, P. O. Box 8, Terminal "A," Toronto, Ont. Regular meetings, fourth Monday of each month, except June, July and August, Royal York Hotel, Toronto, Ont.

WESTERN RAILWAY CLUB.—E. E. Thulin (Executive Secretary), Suite 339, Hotel Sherman, Chicago, Ill. Regular meetings, third Monday of each month, except January, June, July, August and September, Hotel Sherman, Chicago, Ill.

Equipment and Supplies

LOCOMOTIVES

The CHICAGO & NORTH WESTERN has been authorized by the United States district court at Chicago to purchase 20 Diesel-electric switching locomotives from the American Locomotive Company. The order calls for 11 switching engines of 1,000 hp. each, seven of 660 hp. each and two road switching engines of 1,000 hp. each. In the event that the War Production Board allocates any or all of the locomotives to manufacturers other than the American Locomotive Company, the railroad was authorized to acquire the engines from the manufacturers designated.

FREIGHT CARS

The ERIE is reported to be contemplating new freight car purchases.

The SOUTHERN PACIFIC is inquiring for 500 gondola cars of 50 tons' capacity, 300 of which will be drop-bottom.

The ILLINOIS CENTRAL will build 500 or 600 gondola cars of 50 tons' capacity in the railroad's own shop.

The CENTRAL OF GEORGIA has ordered 165 pulpwood flat cars of 50 tons' capacity from the Greenville Steel Car Company. War Production Board authorization for the building of these cars has been received.

The CHICAGO & NORTH WESTERN has been authorized by the United States district court at Chicago to purchase 500 ore cars of 70 tons' capacity from the Bethlehem Steel Company and 250 flat cars from the Pullman-Standard Car Manufacturing Company.

The War Production Board has authorized the building of 25 box cars for the ANN ARBOR and 50 box cars for the NEW JERSEY, INDIANA & ILLINOIS in the car-building shops of the Wabash. These authorizations were made for the fourth quarter of this year and are in addition to 9,570 cars previously released by the WPB and reported in the *Railway Age* of August 28.

The NEW YORK CENTRAL has completed the first of a fleet of ten cars specially equipped to fight fires along the right of way where local supplies of water are lacking and so help to insure the safety of vital war shipments. The new fire cars, which will supplement several others already in service, will be placed at locations selected with a view to guarding the movement of oil in tank cars from production centers to the East and New England.

The cars, which have equipment enabling them to fight both oil and ordinary fires, consist of a locomotive tank tender placed at one end of a flat car, over which is con-

structed a housing with two side doors and a door at the end opposite the tank. The tank holds 8,000 gal. of water which is ejected through hose by a gasoline pump located on the flat car. The water may be applied as a spray which creates a blanket of steam, thus smothering the fire, or it may be mixed at the nozzle with a chemical which produces a foam that blankets the blaze in the case of fires from volatile liquids, such as gasoline. With two air foam nozzles in action the water in the tank will last 200 minutes.

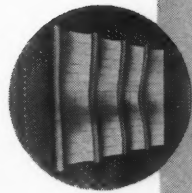
SIGNALING

THE ATCHISON, TOPEKA & SANTA FE has placed a contract with the General Railway Signal Company for materials required for the rehabilitation of and the increasing of facilities at an electric interlocking plant at Barstow, Calif. The order includes type SA signals, a model 5A switch machine, switch and signal levers to be installed in the existing model 2 unit-lever electric interlocking machine.

THE BALTIMORE & OHIO has placed a contract with the General Railway Signal Company for materials required for the installation of remote control signaling facilities at the inlet switch to the eastbound passing siding at Carroll, Md. The order includes color position light high and dwarf signals, a model 5D switch machine, type K electric locks, welded steel housings, type K relays, type K transformers, small rectifiers and miscellaneous mechanical materials to complete the installation.

THE BOSTON & ALBANY has placed a contract with the General Railway Signal Company for the installation of coded track circuits between Chester, Mass., and W. Springfield. This installation covers a distance of 21 miles of double track on which the signals are being replaced. This order includes 42 type SA and 28 type W signals, 308 type B relays, 54 type K relays, 24 line and 42 track rectifiers, 24 type K-½ air-cooled transformers, 32 type U1 decoding transformers, 31 ground cases, of which 24 are to be factory wired and 7 are to be wired by the railroad's forces.

THE KANSAS CITY SOUTHERN has placed a contract with the General Railway Signal Company for materials to install centralized traffic control on 46 miles of single track between Beaumont, Tex., and De Quincey, La. The system to be installed will be G. R. S. type K, coded. The control machine will be located at Beaumont, Tex. This machine is provided with 17 signal levers for the control of 67 signal units, 18 switch levers for the control of 18 single switches, 16 maintainer-call levers, power-off and track occupancy indication lights. In addition, the order calls for 79 type SA signal units; 18 model 5D switch machines; 499 type B relays; 112 rectifiers; 59 air-cooled type K, 16 type K decoding and 13 type S transformers; 8 model 7 switch circuit controllers; 8 model 9A electric switch locks; 15 low and 8 high double-door ground cases, and 1 tower case, all factory wired.



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Supply Trade

The Army-Navy "E" for excellence in production has been awarded to the Los Angeles, Calif., mills of the **Phelps Dodge Copper Products Corporation**.

Hugh C. Harragin, formerly vice-president and general manager, has been elected president and general manager of the **Bird-Archer Company, Limited**, Montreal, Que., to succeed the late L. G. Calder.

J. W. Burdick, salesman for the **Allegheny Ludlum Steel Corporation**, has been appointed assistant district manager of the company's Springfield, Mass., office and **J. T. Purtell**, assistant manager of orders at the Watervliet, N. Y., plant, has been transferred to the Springfield district as a salesman.

P. S. Jones has been appointed general sales manager for **Cutler-Hammer, Inc.** Mr. Jones was graduated from Ohio State University in 1915, and joined Cutler-Hammer in that year as a sales engineer at Milwaukee, Wis. He was transferred to



P. S. Jones

the Pittsburgh, Pa., office in 1919, and subsequently appointed branch manager of the Pittsburgh sales territory. He has been in charge of the New York sales territory for the past fourteen years.

H. C. Hickey, assistant western sales manager of the **Rail Joint Company**, has been promoted to western sales manager, with headquarters as before at Chicago, to succeed **Alex Chapman**, whose election as vice-president was noted in the *Railway Age* of August 7. Mr. Hickey entered the service of the Rail Joint Company in 1919, and has served in various capacities at Chicago, since March, 1925.

Charles W. T. Stuart, southeastern district manager of the **Safety Car Heating & Lighting Co.**, and Philadelphia, Pa., manager of the **Vapor Car Heating Company**, has been appointed assistant to the president of the Safety Car Heating & Lighting Co., with headquarters in New York. Mr. Stuart was graduated from

the Drexel Institute of Technology and began his business career with the Baldwin Locomotive Works in 1908. He was employed in the motive power department of the Pennsylvania from 1909 to 1924. He joined the Safety Car Heating & Lighting Co. in 1924 and served as a sales representative until 1933 when he was appointed



Charles W. T. Stuart

southeastern district manager for the company and Philadelphia manager of the Vapor Car Heating Company. Mr. Stuart is the author of the book "Car Lighting by Electricity" which was originally published as a series of articles in the "Railway Electrical Engineer" in 1921 and 1922.

Thomas E. Rodman, vice-president of the **Maintenance Equipment Company**, has been elected president of that company, succeeding Mr. Preston, whose election as chairman of the P. & M. Company and the Maintenance Equipment Company, Chicago, is reported elsewhere in these columns. **Emmons Overmier**, chief engineer of the Maintenance Equipment Company, has been elected vice-president in charge of engineering and **P. A. Wells**,

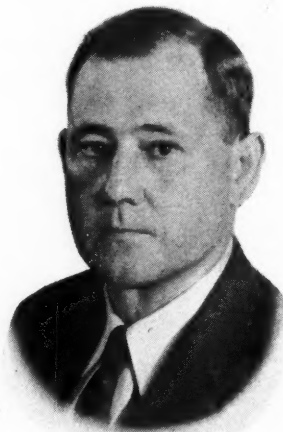


Thomas E. Rodman

Jr., assistant chief engineer, has been elected also secretary and treasurer. All appointments were effective August 1.

Mr. Rodman was born at Philadelphia, Pa., on February 6, 1885, and graduated in

mechanical engineering from the University of Pennsylvania in 1906. He worked several summers between terms at college on location work for the Norfolk & Western and the Philadelphia & Westchester Traction Co. After graduation from college he became assistant to the vice-president in charge of design and construction of the Atlantic Refining Company, Philadelphia, Pa., and in June, 1909, he became chief engineer and assistant general manager of the Trinidad Lake Asphalt Company and associated oil companies at Brighton Trinidad, B. W. I. In 1912 Mr. Rodman returned to Philadelphia as a partner of A. R. Brunker & Co., steel castings, and three years later he became sales manager and vice-president of Atlantic Steel Castings, Chester, Pa. In 1920 he went with the Eastern Steel Castings Company, Newark, N. J., as manager of sales, and in 1923 he became assistant to the executive vice-president of the Bradford Corporation, Chicago. In 1928, Mr. Rodman went with the Maintenance Equipment Company as general manager, later being elected vice-president, which position he held until his recent promotion. Mr. Rodman was president of the National Railway Appliances Association in 1939.

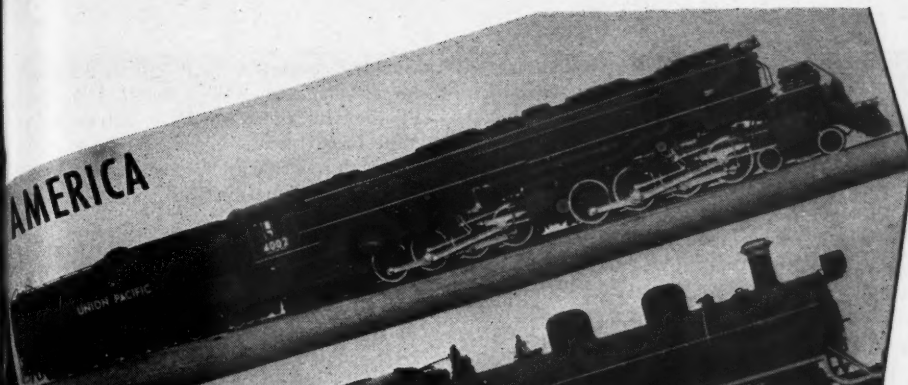


Emmons Overmier

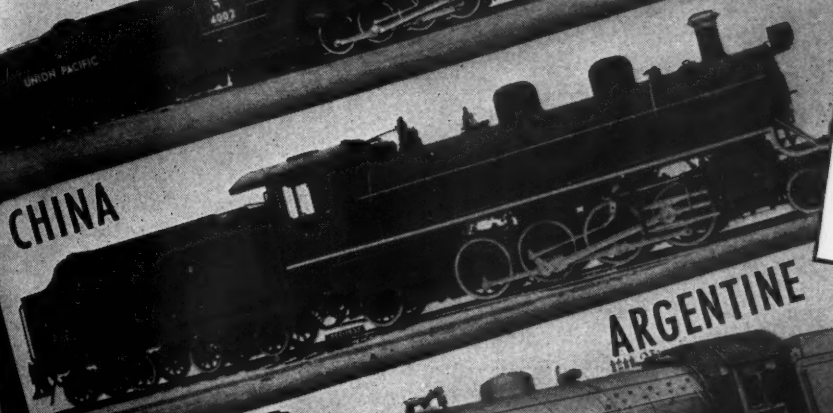
Mr. Overmier was graduated in mechanical engineering from the University of Illinois in 1913 and after an additional semester of post graduate work in heat engines, he went with the Packard Motor Car Company, Detroit, Mich., as a special apprentice in shop management. In the spring of 1917 he went with the Burr Company, Champaign, Ill., as assistant shop superintendent and the following year he went with the Standard Oil Company of Indiana in the engineering department at the Whiting, Ind., refinery, being promoted to assistant to the mechanical superintendent at the refinery a year later. In January, 1921, Mr. Overmier went with the Maintenance Equipment Company as engineer, subsequently being promoted to chief engineer and secretary and treasurer, which positions he held until his election as vice-president in charge of engineering.

Mr. Wells was born in Oak Park, Ill., on May 17, 1910, and studied civil engineering at the University of Illinois. He

AMERICA



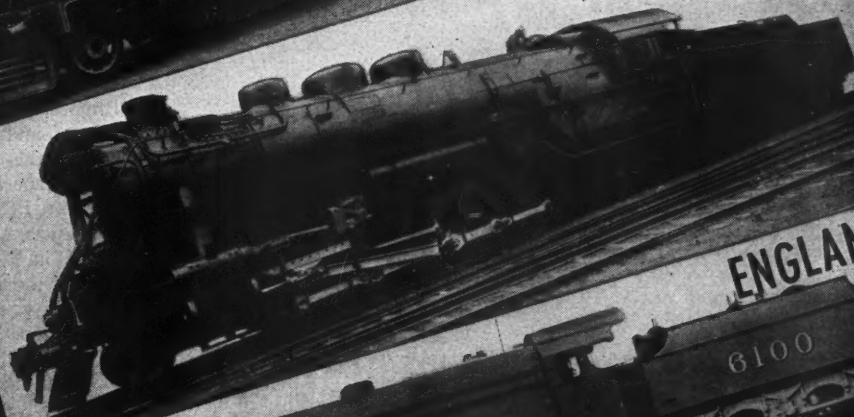
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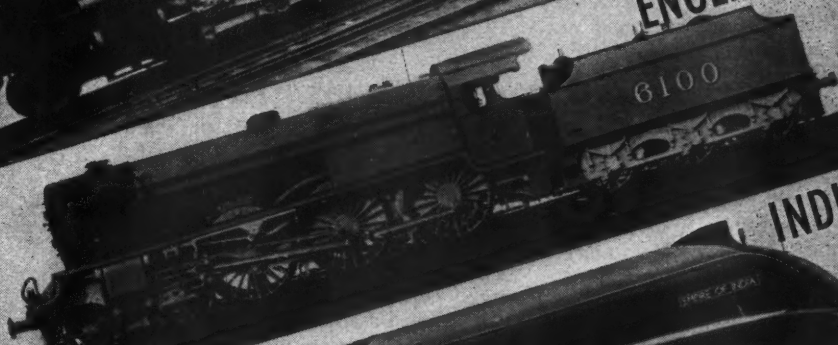
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RUSSIA



ENGLAND



INDIA



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was engaged in general construction work until September, 1935, when he went with the Maintenance Equipment Company as a draftsman. In January, 1940, he was made a service engineer and in January, 1943, he was advanced to assistant chief engineer, which title he still holds in addition to his new duties as secretary-treasurer of the company.



P. A. Wells, Jr.

Frank R. Dedrick, medical and safety director of the **Bullard Company** of Bridgeport, Conn., has been nominated as a member of the engineering committee of the automotive and machine shop section of the National Safety Council. He will serve on the committee for the year 1943-44. Mr. Dedrick joined the Bullard Company in 1909 and was appointed to his present post at the machine tool plant in September, 1941.

John W. Murphy, acting manager of sales, rails and accessories, for the **Bethlehem Steel Company**, has been appointed manager of sales, rails and accessories, to succeed **Howard E. Stoll**, who retired on August 31 after 31 years in that position. Mr. Murphy joined the Bethlehem Steel Company in 1923 and served in the Boston, Mass., office from 1923 to 1926, and in the Baltimore, Md., office from 1926 to 1940, during the last three years of which he was assistant manager of sales. He was transferred to Bethlehem, Pa., as acting manager of sales, rails and accessories, on January 1, 1943. Prior to joining the Bethlehem Steel Company, Mr. Stoll was employed in the engineering department of the Pennsylvania as inspector of materials from 1902 to 1912.

Walther Mathesius, vice-president in charge of operations of the **United States Steel Corporation**, has been elected president and director of the **Geneva Steel Company**, the U. S. Steel subsidiary recently organized to operate the new \$180,000,000 Defense Plant Corporation steel works at Geneva, Utah. Other officers elected, all of whom will serve as members of the board of directors, are: **J. R. Gregory**, vice-president—sales; **J. E. Butler**, controller; **J. Wohlend**, treasurer; and **Merrill Russell**, secretary and

general attorney. Mr. Mathesius, who will build the organization of the new company preparatory to expected operation of the plant late this year, has been with the **United States Steel Corporation** since 1911. He served as general superintendent of the Carnegie-Illinois Steel Corporation's South Chicago works, and in 1935 was made manager of operations of the Chicago district of that company. Mr. Gregory, who has been associated with United States Steel for 25 years, has been vice-president and general manager of sales for the Columbia Steel Company, U. S. Steel's west coast subsidiary. Mr. Butler has been in charge of accounting on the Geneva works construction project and Mr. Wohlend was formerly assistant treasurer of the Columbia Steel Company. Mr. Russell was a member of the law firm of Knapp, Cushing, Hershberger & Stevenson, Chicago division counsel for United States Steel.

Frederick A. Preston has been elected chairman of the **P. & M. Company** and the **Maintenance Equipment Company**, Chicago. **Max K. Ruppert**, vice-president of the **P. & M. Company**, has been elected president of that company, succeeding



Frederick A. Preston

ing Mr. Preston. **H. G. Warr**, chief engineer, has been elected vice-president in charge of engineering and **John E. Mahoney**, Chicago district sales agent, has been appointed assistant general sales manager. All appointments were effective August 1.

Mr. Preston was born at Evansville, Ind., on March 10, 1884, and was graduated from Yale university in 1906, since which time he has been with the P. & M. Company and associated companies. During World War I, Mr. Preston served in the U. S. Army Air Service as a major. Since 1931, he has been president and a director of the P. & M. Company. Since April 27, 1926, he has also been president of the Maintenance Equipment Company, a company he helped organize. Mr. Preston has also been active in civic and philanthropic affairs, serving as chairman of the Chicago Community Campaign Fund in 1934, and as president of the Park Board of Lake Forest, Ill., from 1929 to 1940. Mr. Preston was president of the Track

Supply Association in 1915-16. At present he is serving as chief of the advisory board of the Chicago Ordnance district, U. S. War Department.

Mr. Ruppert was born at Grand Rapids, Mich., on June 5, 1899, and graduated



Max K. Ruppert

from the New Mexico Military Institute, Roswell, N. M., after which he served one year there as an instructor. He then went with the Chicago, Rock Island & Pacific as a chairman in the engineering department, later serving as rodman, ballast inspector and rail inspector. In June, 1922, Mr. Ruppert went with the P. & M. Company as a foundry inspector. He was promoted into the sales department in 1923 and was advanced to assistant general sales manager in 1926. In 1928 he was appointed assistant eastern manager at New York and in 1931 he was elected vice-president of the P. & M. Company at New York, which position he held until his recent promotion.

Mr. Warr was born in Chicago in March, 1883, and studied engineering at Lewis Institute. He went with the P. &



John E. Mahoney

M. Company in 1913 and in 1918 was appointed company engineer. In 1921 he was made assistant general manager and in 1930 he was promoted to chief engineer, which position he held until his recent



This one's going to hurt!

Invasion comes high—in blood and money.

Part of the cost must be paid with human life. That means deep and lasting hurt for many and many an American family.

Part of the cost must be paid in cash . . . this September. And *that's* going to hurt, too!

The 3rd War Loan Drive is here!

To pay for invasion—to get the money to keep our fighting machine going—you, and every man or woman in America, are asked to invest in at least one extra \$100 Bond in September.

\$100 EXTRA, mind you—for *everybody*!

No man or woman can hold back. No man or woman can point to his Payroll buying and say, "They don't mean me!" No man or woman can say, "I'm already lending 10% or 12% or 20%—I'm doing enough!"

Sure—it's going to hurt. It's going to take more than spare cash this time—more than just money that might have gone for fun. It's going to take money you have tucked away. It's going to take part of the money we've been living on—money that might have meant extra shoes or clothes or food! Money that might have gone for *anything* that we can get along without!

Sure—it'll be tough to dig up that extra money. But we've got to do it—and *we will*.

We'll do it partly because of the look that would come over the faces of our fighting men if we should fail. We'll do it partly because the cheapest, easiest way out of this whole rotten business is for everybody to chip in all he can and help end it quick. We'll do it partly because there's no finer, *safer* investment in the world today than a U. S. War Bond.

But mostly, we'll do it because America is right smack in the middle of the biggest, deadliest, dirtiest war in history.

And we're Americans.



Back the attack with War Bonds

This space contributed to the Third War Loan Campaign by

AMERICAN LOCOMOTIVE COMPANY

election as vice-president in charge of engineering.

Mr. Mahoney was born on November 23, 1893, and entered railway service in the maintenance of way department of the Illinois Central in June, 1910. On Novem-



H. G. Warr

ber 1, 1912, he went with the P. & M. Company as a material inspector and in 1914 he was transferred to the sales department. In 1937 he was promoted to Chicago district sales agent, which position he held at the time of his recent promotion.

W. H. Richardson, assistant general sales manager of the **Timken Roller Bearing Company**, has been appointed general manager of all activities of all divisions of the company in eleven western states bordering on the west coast and in the Orient. He will make his headquarters in San Francisco, Calif. Mr. Richardson joined the Timken Company in 1917, and served in various sales capacities until 1929 when he was made manager of the Timken Roller Bearing Service & Sales Co., and vice president of the Timken Roller Bearing Company, Ltd., of Canada, in which capacities he handled the sale of bearings for replacement in the United States, Canada, Latin American countries and the Orient. He was made assistant general sales manager in 1941.

TRADE PUBLICATIONS

FREIGHT CAR TRUCK TESTS.—Under the title, "Road Testing Freight Car Trucks," the American Steel Foundries, Chicago, has just issued a 30-page booklet describing the development over a period of 40 years of special laboratory and road-testing equipment which has been an important factor in the improvement of freight car trucks, and adapting them to meet the constantly changing conditions, including heavier loads and higher speeds, in railway service. The testing equipment and technique developed have culminated in an A. S. F. "Service Laboratory" or test train which includes two test cars, designed for easy loading and unloading and equipped with the latest scientific instruments for testing all important phases of freight car truck performance at speeds up to 95 miles an hour or more. This equipment is generally de-

scribed and clearly illustrated in the booklet which contains an outline of high-speed freight car truck tests between 1940 and 1942 inclusive. The booklet describes individual test runs on a number of railroads including the New York Central, the Milwaukee and the Missouri Pacific.

OBITUARY

L. G. Calder, president of the Bird-Archer Company, Limited, Montreal, Que., died June 14. Mr. Calder had been associated with the company since 1929, when he was elected vice-president and general manager. He was elected president in 1932.

Albert L. Gustin, Sr., president of the Gustin-Bacon Manufacturing Company, Kansas City, Mo., died in that city on August 28 of a heart ailment. Mr. Gustin was born at Neponset, Ill., on June 29, 1875 and entered the railway supply business in 1898 under the name of Albert L. Gustin. He has been president of the



Albert L. Gustin

present company since its incorporation in 1903.

Construction

CHESAPEAKE & OHIO.—This railroad has awarded a contract for the construction of additional interchange facilities at Richmond, Va., at estimated cost of \$205,000 and for the construction of five additional tracks in its westbound classification yard at Russell, Ky., at estimated cost of \$340,000, to Haley, Chisholm & Morris, Inc., of Charlottesville, Va. The railroad's request for bids on these projects were reported in the *Railway Age* of July 24.

LOUISVILLE & NASHVILLE.—Division 4 of the Interstate Commerce Commission has authorized this road to proceed with the construction of a 10.32-mile branch line extending south from Cornettsville, Ky., into an undeveloped coal mining area. The line will be laid with 100 lb. relay rail and will contain 408 ft. of creosoted timber trestles. The total cost of the project is estimated at \$1,928,944, and it is expected to be completed in about 14 months.

Financial

ATCHISON, TOPEKA & SANTA FE-CHICAGO, ROCK ISLAND & PACIFIC.—*Acquisition.*—Division 4 of the Interstate Commerce Commission has authorized the St. Louis-San Francisco to intervene in the commission's Finance Docket No. 14229 proceedings, involving the application of these two roads for authority to purchase certain segments of the electric lines of the Oklahoma in and in the vicinity of Oklahoma City, Okla., as outlined in this column in the issue of May 29, page 1118.

BALTIMORE & OHIO.—*Equipment Trust Certificates Offered.*—On September 1, Halsey Stuart & Co., who were sole bidders for the B. & O.'s \$4,000,000 of 3 per cent equipment trust certificates, series M, and were awarded the issue on a bid of 100.057, re-offered it to the public on a scale of yields ranging from 0.7 to 3 per cent for the various maturities between November 1, 1943 and May 1, 1953. (Previous item in *Railway Age* of August 28, page 360.)

BOSTON & MAINE.—*Acquisition.*—Division 4 of the Interstate Commerce Commission has authorized this road to acquire ownership of the Nashua & Lowell, now operated under lease, through purchase of its capital stock. Of the 8,000 shares of stock outstanding, the B. & M. already holds 3,599 shares, and it proposes to exercise an option to purchase 500 additional shares at \$110, giving it more than 50 per cent of the issue. It will offer to purchase all the other stock outstanding at the same price, and eventually will merge the property now leased into its line.

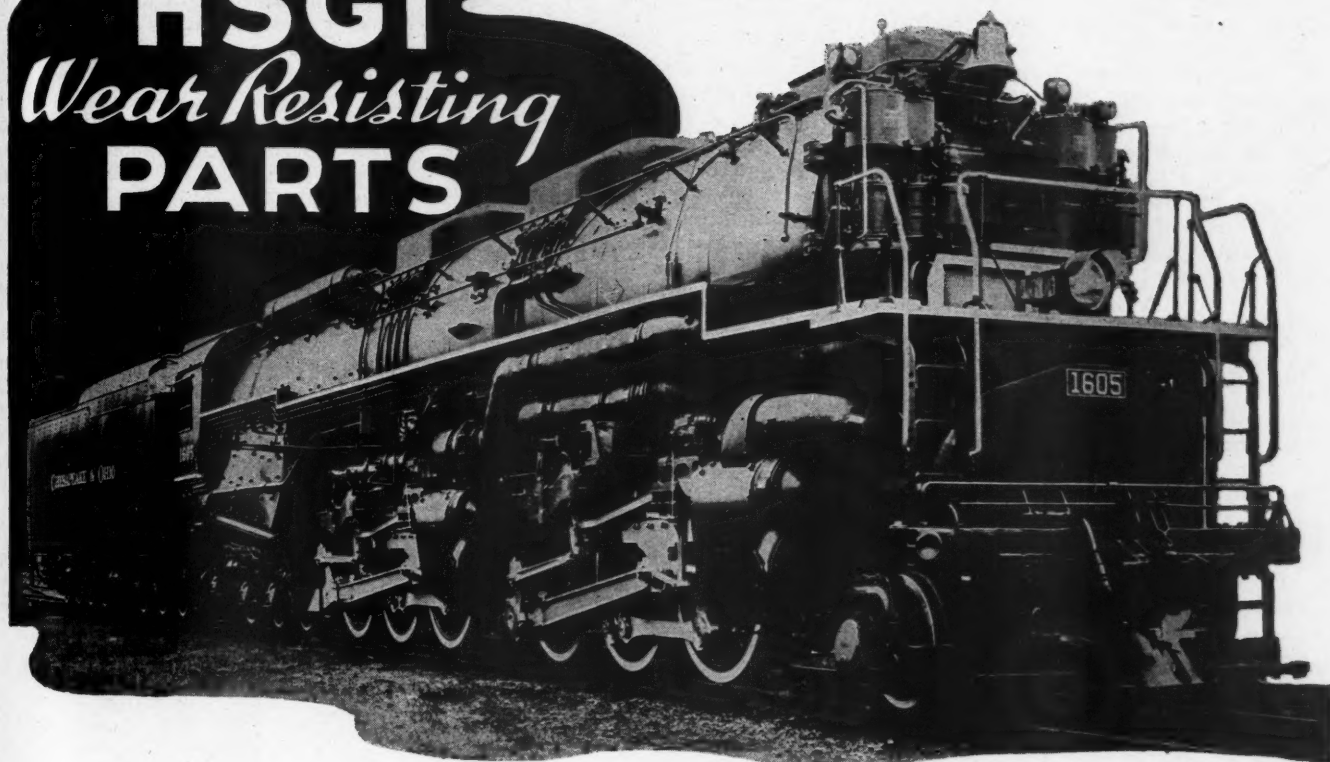
CENTRAL OF NEW JERSEY.—*Court Directs Tax Appeal.*—The United States district court at Newark, N. J., has directed the Central of New Jersey to appeal a 1943 franchise tax assessment of \$2,893,760 to the New Jersey State board of tax appeals.

CENTRAL OF NEW JERSEY.—*Chief Executive Officer.*—Division 4 of the Interstate Commerce Commission has authorized William Wyrer to hold the position of chief executive officer of this road. His appointment was reported in *Railway Age* of July 10, page 69.

CHICAGO, ATTICA & SOUTHERN.—*New Operating Company.*—The Chicago, Attica & Southern Railroad, Inc., has applied to the Interstate Commerce Commission for authority to operate a line from Morocco, Ind., to Veedersburg, 59.1 miles, which is a part of the property of the Chicago, Attica & Southern Railroad Company acquired December 14, 1942, by Dulien Steel Products. The agreement which the commission was asked to approve calls for an annual rental payment of \$18,000.

GULF, MOBILE & OHIO.—*Acquisition by Highway Subsidiary.*—The Gulf Transport Company, wholly owned by this road, has applied to the Interstate Commerce Commission for authority to purchase the property and operating rights of the Butler-

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REDUCE FAILURES

EVERY time your train schedules are upset on account of some engine failure you realize forcibly the importance of specifying dependable wearing materials.

Comparison of locomotive performance throughout the country has convinced mechanical department supervisors that the wear-resisting properties of HUNT-SPILLER *Air Furnace* GUN IRON are a big factor in the prevention of engine failures.

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for Cylinders and Valves
(Duplex Springs for Above
Sectional Packing)
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Cylinder Rings, All Shapes
Light Weight Valves
Cylinder Liners and Pistons
for Diesel Service

HUNT-SPILLER GUN IRON

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Mobile Coach Line, operating between Mobile, Ala., and Livingston.

ILLINOIS CENTRAL.—Refinancing.—The Illinois Central, on August 30, rejected as unsatisfactory a single bid entered for a new issue of \$15,000,000 of equipment trust certificates offered for sale to provide funds to liquidate its remaining indebtedness to the Reconstruction Finance Corporation. The bid, at a price of \$98.0517 for a 2½ per cent interest rate, was entered by Halsey, Stuart & Co., Inc., and associates and was equal to a net annual average interest cost of approximately 2.99 per cent to the road.

MISSOURI PACIFIC.—Reorganization.—The Railway Labor Executives' Association has been authorized by Division 4 of the Interstate Commerce Commission to intervene in this road's reorganization proceeding, in connection with its reference back to the commission by the court for consideration of modifications of the proposed plan.

MISSOURI PACIFIC.—Substitution of Equipment.—Division 4 of the Interstate Commerce Commission has authorized this road to substitute 100 50-ton flat cars and 238 50-ton box cars in lieu of 50 70-ton cement hopper cars and 200 50-ton automobile cars under its equipment trust in connection with the \$4,185,000 of series GG equipment trust certificates previously approved.

MISSOURI PACIFIC.—Refinancing.—The Missouri Pacific has petitioned the District court at St. Louis, Mo., for authority to retire \$44,053,305 of five bond issues, part retirement of a sixth and payment of interest on these and three other bond issues. Guy A. Thompson, trustee, told the court that the railroad had cash on hand and the United States Treasury noted totaling of more than \$100,000,000. The court set September 17 for a hearing on the trustee's petition.

TEXAS MEXICAN.—Operation of Connection.—Division 4 of the Interstate Commerce Commission has extended to six months after the declaration of peace in the war against Germany this road's authority to operate a 19-mile federal government line giving access to a Naval Air Station at Flour Bluff, Tex.

Average Prices Stocks and Bonds

	Aug. 31	Last week	Last year
Average price of 20 representative railway stocks..	37.26	36.28	27.30
Average price of 20 representative railway bonds..	78.90	78.53	66.48

Dividends Declared

Boston & Albany.—\$2.00, payable September 30 to holders of record August 31.

Carolina, Clinchfield & Ohio.—\$1.25, quarterly, payable October 20 to holders of record October 9.

Maine Central.—6 Per Cent Prior Pfd. (Accum.), \$6.00, payable October 1 to holders of record September 20.

Pittsburgh, Fort Wayne & Chicago.—Common, \$1.75, quarterly, payable October 1 to holders of record September 10; 7 Per Cent Preferred, \$1.75, quarterly, payable October 5 to holders of record September 10.

Union Pacific.—Common, \$1.50, quarterly; 4 payable October 1 to holders of record September 7; 7 Per Cent Preferred, \$2.00, semi-annually, both ber 7.

Abandonments

MISSOURI PACIFIC.—In a proposed report in Finance Docket No. 14149 Examiner J. S. Prichard has recommended that the Interstate Commerce Commission deny the application of this road's subsidiary, the Missouri Pacific in Nebraska, for authority to abandon a branch from a point in Hastings, Neb., to Prosser, about 14 miles, without prejudice to renewal of the application after the end of 1944 if it can be shown that operations can be continued only at a loss.

PERE MARQUETTE.—An order of Division 4 of the Interstate Commerce Commission on August 30 dismissed a petition for reconsideration of its report and order authorizing this road to abandon a branch from Remus, Mich., to Big Rapids, 19.02 miles, and in so doing vacated an order of Commissioner Porter, dated August 26, which would have extended the effective date of the order to October 1.

RAY & GILA VALLEY.—This road has applied to the Interstate Commerce Commission for authority to abandon its entire line from Ray Junction, Ariz., to Ray, 6.62 miles.

Railway Officers

EXECUTIVES

Hermion J. Wells has been appointed vice-president and general counsel in charge of the law and finance departments of the



Hermion J. Wells

New York, New Haven & Hartford, with headquarters at New Haven, Conn., as announced in the *Railway Age* of August 28. Mr. Wells, who is 51 years of age, received a B.A. degree from the University of Utah; an LL.B. degree from George Washington University, and an LL.M. de-

gree from Harvard University. He is a member of the Connecticut bar and has practiced law extensively in the federal courts, including the United States Supreme Court. Mr. Wells formerly served successively as tax counsel and solicitor of the New York, New Haven and Hartford. During the past six years he has been assistant general counsel and has handled much of the litigation arising from the reorganization of the New Haven. Mr. Wells is a past president of the New Haven Railroad Club.

George H. Minchin, assistant vice-president of the Atchison, Topeka & Santa Fe, has been promoted to vice-president in charge of operations, with headquarters as before at Chicago, succeeding **William K. Etter**, whose death on August 16 was reported in the *Railway Age* of August 21. Mr. Minchin was born at Springbrook, Ont., on July 20, 1882. He graduated from Madoc (Ont.) Teachers college in 1900



George H. Minchin

and taught school for two years at Stirling, Ont. He entered railway service in 1902 as a station clerk on the Santa Fe at La Junta, Colo., and four years later was transferred to the general manager's office in Topeka, where he was made chief clerk in 1908. He became transportation inspector at Topeka in 1909, and was promoted to trainmaster on the Illinois division in 1917. In 1920, he was promoted to assistant superintendent of the Illinois division, and after serving in a similar capacity on the Missouri division, was promoted to superintendent of the Illinois division at Chilli-cothe, Ill., on November 1, 1922. On November 1, 1938, when the divisions were consolidated, he was named superintendent of both the Illinois and Missouri divisions. On August 1, 1939, Mr. Minchin was advanced to assistant general manager of the Southern district of the Western lines, with headquarters at Amarillo, and on October 15, 1941, he was appointed acting general manager of the Western lines. On July 1, 1942, Mr. Minchin was advanced to general manager of the Western lines, and a few days later he was promoted to assistant vice-president, operating department, at Chicago, which position he held until his recent promotion.

L. A. Beck has been appointed executive assistant to president of the Norfolk

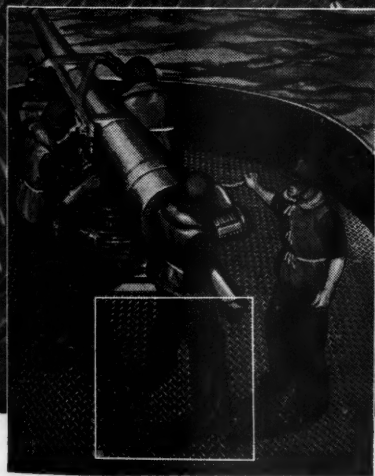
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Sure foot—steady aim!

When the alarm gong sounds "Battle Stations", the slightest slip may mean failure. That is why gun crews on America's "battle wagons" depend on "A.W." Rolled Steel Floor Plate. In vital war plants, refineries, power plants, railroads, "A.W." Floor Plate stops dangerous slipping and falling accidents. Toughest wear will not damage or impair it. Ends floor troubles for good. Write for folder.

Other products include Plates, Sheets, Billets, Blooms, Slabs—Carbon, Copper or Alloy analyses.

ALAN WOOD STEEL COMPANY

MAIN OFFICE AND MILLS: CONSHOHOCKEN, PENNSYLVANIA : SINCE 1826. District Offices and Representatives: Philadelphia, New York, Boston, Atlanta, Buffalo, Chicago, Cincinnati, Cleveland, Denver, Detroit, Houston, St. Paul, New Orleans, Pittsburgh, Roanoke, Sanford, N. C., St. Louis, Los Angeles, San Francisco, Seattle, Montreal.

Southern, with headquarters at Norfolk, Va. The position of chief purchasing and mechanical officer, heretofore held by Mr. Beck, has been abolished.

FINANCIAL, LEGAL AND ACCOUNTING

Christian H. Sellman, auditor of revenues of the New York, Chicago & St. Louis (Nickel Plate), with headquarters at Cleveland, Ohio, retired on September 1, after almost 61 years of railroad service.

W. W. Meyer, general counsel and counsel for the trustees of the New York, New Haven & Hartford at New Haven, Conn., whose retirement at his own request was announced in the *Railway Age* of August 28, was born on August 15, 1887, at Ada, Ohio. He was graduated from Ohio Northern University (A. B. degree) in 1911; Yale University (M. A. degree) in 1912, and Yale Law School (LL.B. degree) in 1915, and was admitted to the Connecticut Bar in June, 1915. Mr. Meyer entered



W. W. Meyer

the employ of the New York, New Haven & Hartford on June 1, 1915, as assistant attorney, and continued in that capacity until July, 1917, when he enlisted in the army for service in World War I, attaining the rank of first lieutenant in the 145th Infantry, and serving overseas from July 1918, to March, 1919. He resumed his railroad duties in June, 1919, as assistant to counsel for the New Haven. In March, 1920, he was appointed assistant commerce counsel, and in October, 1921, was appointed commerce counsel, in which capacity he was in full charge of all proceedings before the Interstate Commerce Commission. Mr. Meyer became general counsel in February, 1935, and had served also as counsel for the trustees since the start of reorganization proceedings of the New York, New Haven & Hartford in November, 1935.

Colonel Frederick Fieldhouse Clarke, D. S. O., V. D., chief land surveyor and property commissioner of the Canadian National at Montreal, Que., has retired under the pension rules of the company, after 37 years of railway service. Colonel Clarke, who was born at Hamilton, Ont.,

in 1878, is a graduate in civil engineering of the University of Toronto, and in addition is a qualified Dominion and Ontario land surveyor. He joined the staff of the Canadian Northern (now Canadian National) in 1906 as a surveyor for Ontario, with headquarters at Toronto, Ont., where he remained until 1914, when he enlisted for active service in World War I. Returning to Canada after the cessation of hostilities, Colonel Clarke was appointed chief land surveyor of the Canadian Northern in 1919. In 1923 he became chief land surveyor of the Canadian National System, with headquarters at Montreal, and in 1929 assumed the additional duties of property commissioner, holding the dual position until his recent retirement. Early in 1940, Colonel Clarke was assigned by the Canadian National to assist the Canadian government in the acquisition of sites for various war projects. He has now been appointed to take charge of land acquisitions and expropriations for the department of munitions and supply at Ottawa, Ont.

OPERATING

Robert B. Kimble has been appointed safety supervisor, assigned to the Eastern region, of the Baltimore & Ohio, with headquarters at Cumberland, Md.

Oscar L. Brion has been appointed general scale inspector of the New York Central, lines Buffalo and East, including the Boston & Albany, with headquarters at New York.

Guy R. Buchanan, superintendent of the Eastern division of the Atchison, Topeka & Santa Fe at Emporia, Kan., has been promoted to assistant general manager of the Northern district, Western lines, with headquarters at LaJunta, Colo., succeeding **Edwin P. Dudley**, who has been transferred to the Southern district, Western lines, with headquarters at Amarillo, Tex. Mr. Dudley relieves **C. R. Tucker**,



Guy R. Buchanan

who has been transferred to Los Angeles, Cal., as reported in the *Railway Age* of August 28. **Hubert C. Willis**, superintendent of the Southern Kansas division at Chanute, Kan., has been transferred to the Eastern division, with headquarters at Emporia, replacing Mr. Buchanan, and **L. V. Lienhard**, trainmaster at Arkansas

City, Kan., has been advanced to superintendent of the Southern Kansas division at Chanute, succeeding Mr. Willis. **W. S. Dickensheets**, trainmaster at Newton, Kan., has been transferred to Arkansas City, relieving Mr. Lienhard, and **J. F. Fenimore**, assistant trainmaster at Newton, has been promoted to trainmaster at that point, succeeding Mr. Dickensheets.

Mr. Buchanan was born at Thayer, Kan., on May 20, 1893, and entered railway service on March 3, 1910, as a time-keeper on the Santa Fe at Chanute. On September 3, 1910, he resigned but returned to the Santa Fe on March 5, 1912, as a telegrapher apprentice at Thayer. On April 1, 1943, he was promoted to telegrapher, and served at various points on the Southern Kansas division. He was promoted to track dispatcher at Chanute on September 1, 1916, and on August 13, 1917, he was advanced to night chief dispatcher. Mr. Buchanan was appointed day chief dispatcher on November 30, 1928, and on October 1, 1937, he was advanced to trainmaster, with headquarters at Chanute. On January 1, 1940, he was promoted to acting superintendent of the Southern Kansas division, with the same headquarters, and on May 5, 1940, he was promoted to superintendent of that division. Mr. Buchanan was transferred to the Eastern division, with headquarters at Emporia in March, 1942, where he remained until his recent promotion.

A. J. Smith, assistant superintendent of the Arizona division of the Atchison, Topeka & Santa Fe, has been promoted to superintendent of that division, with headquarters as before at Needles, Cal., succeeding **R. C. Kline**, who has been appointed assistant superintendent of the Albuquerque division, with headquarters at Prescott, Ariz. **M. M. Killen**, trainmaster at Galveston, Tex., has been advanced to assistant superintendent at Needles, relieving Mr. Smith. **H. G. Woods**, trainmaster at Prescott, has been transferred to Winslow, Ariz., replacing **E. O. Bagenstos**, who has been transferred to Bakersfield, Cal., succeeding **P. W. Archibald**, who has been appointed rules examiner of the Valley division.

Theodore L. Green, assistant general manager of the Indiana Harbor Belt, the Chicago River & Indiana and the Chicago Junction (Chicago terminal lines controlled by the New York Central), has been promoted to general manager of those lines succeeding **W. J. O'Brien**, who retired on September 1 because of ill health. A photograph and biography of Mr. Green were published in the *Railway Age* of July 31, page 226, following his recent promotion to assistant general manager of those roads.

Mr. O'Brien was born at Chicago on February 18, 1874, and attended business college. He entered railway service on July 3, 1888, as a messenger boy and all his service has been with the Chicago Junction Railway or with predecessor and affiliated companies. He later served successively as clerk, switchtender, yard clerk, cashier and chief clerk to the general superintendent. In 1907 he was promoted

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to trainmaster, in 1911 to superintendent and in 1915 to general superintendent. Mr. O'Brien was advanced to general manager of the Chicago Junction and the Chicago River & Indiana on August 1, 1919 and on November 15, 1929, he was appointed also general manager of the Indiana Harbor Belt, which positions he held until his retirement.

James Higgins Swetman, whose appointment as terminal superintendent of the Canadian National at Saint John, N. B., was announced in the *Railway Age* of August 21, was born at Moncton, N. B. Mr. Swetman entered railway service on September 6, 1904, as a clerk in the accounting department of the Canadian National at Moncton, and in 1907 he was transferred to the operating department as a brakeman. In February, 1917, during World War I, he enlisted for overseas military service and upon his return to civilian life in June, 1919, he resumed his service as a brakeman at Moncton. He was promoted to train conductor in January, 1920, and in July, 1935, was appointed general yardmaster at Saint John, becoming terminal agent at Moncton in December,



James H. Swetman

1940. Mr. Swetman was appointed joint terminal agent at Saint John on January 12, 1943, and served in that position until his recent appointment as terminal superintendent, this appointment being retroactive to July 15th last.

TRAFFIC

Cameron P. Varney, executive representative of the Chicago, Rock Island & Pacific at Washington, D. C., has been transferred to Minneapolis, Minn.

A. C. Tricou has been appointed general agent of the Alton at New Orleans, La., in charge of a newly established freight traffic office in that city.

J. H. Christoph has been appointed general agent of the Virginian, with headquarters at Pittsburgh, Pa., succeeding J. F. Minter, transferred.

John H. Andrews and **Charles G. Elder** have been appointed assistant freight

traffic managers of the Southern, with headquarters at Raleigh, N. C., and Greensboro, respectively.

L. J. Kidd, division freight and passenger agent of the Chicago, Milwaukee, St. Paul & Pacific at Aberdeen, Wash., has been promoted to export and import agent, with headquarters at Seattle, Wash., succeeding **F. O. Finn**, who died on July 28.

Louis L. Hall, traffic agent of the Chicago Great Western at Chicago, has been advanced to perishable freight agent, with the same headquarters, succeeding **G. W. Sanberg**, whose promotion to general agent at Dallas, Tex., was reported in the *Railway Age* of July 10.

H. W. Hanes, general agent, freight department, of the Canadian National and the Grand Trunk Western at St. Paul, Minn., has been appointed division freight agent on the Grand Trunk at Grand Rapids, Mich., succeeding **William Vyn**, who retired on September 3 after 37 years service.

Forrest F. Hardy, assistant general agent, passenger department of the Canadian Pacific at Chicago, has been promoted to general agent, passenger department, at St. Louis, Mo., succeeding **G. P. Carbrej**. Mr. Carbrej has been transferred to Boston, Mass., relieving **L. R. Hart**, who has retired.

M. E. Ross, coal traffic agent of the Chesapeake & Ohio at Toledo, Ohio has been promoted to assistant general coal freight agent at Toledo and Detroit, Mich., with headquarters in Toledo. **J. H. Phillips**, coal traffic agent at Detroit, has been granted a leave of absence and has been commissioned a captain in the Transportation Corps of the U. S. Army. **Frank Belanger** has been appointed coal traffic agent at Detroit, succeeding Mr. Phillips and **G. Tonneberger** has been appointed coal traffic agent at Toledo, relieving Mr. Ross. **A. F. Bryan** has been appointed coal traffic agent at Grand Rapids, Mich., a newly created position.

ENGINEERING & SIGNALING

B. M. Murdoch, assistant engineer of buildings at the Illinois Central, has been promoted to engineer of buildings, with headquarters as before at Chicago, relieving **Frank R. Judd**, whose retirement on September 1 because of ill health was reported in the *Railway Age* of August 28. **J. B. Schaub**, chief draftsman, has been advanced to assistant engineer of buildings, succeeding Mr. Murdoch.

Tom A. Blair, chief engineer of the Western lines of the Atchison, Topeka & Santa Fe, with headquarters at Amarillo, Tex., has been promoted to the newly created position of assistant chief engineer, system, with headquarters at Chicago, and **Joseph A. Noble**, district engineer of the Southern district, Western lines, has been advanced to chief engineer of the Western lines, with headquarters as before at Amarillo, succeeding Mr. Blair. A photograph

and biography of Mr. Noble were published in the *Railway Age* of June 26, 1943, following his promotion to district engineer at Amarillo, effective June 8.

Mr. Blair was born at DeBeque, Colo., on June 1, 1892, and graduated in civil engineering from the University of Colorado in 1913. He taught structural engineering at his alma mater for a time before enter-



Tom A. Blair

ing railway service in 1915 as a rodman of the Santa Fe at Pueblo, Colo. In 1916 he was promoted to office engineer at Shattuck, Okla., and during World War I he served with the U. S. Army overseas as a first lieutenant with the 115th Engineers, afterward returning to the Santa Fe as office engineer at Shattuck. He then served successively as a building inspector on the Plains division, roadmaster at Pueblo, and in 1926 he was promoted to assistant engineer of the Plains division. Mr. Blair was advanced to division engineer of the Slaton division of the Panhandle & Santa Fe in 1927, with headquarters at Slaton, Tex., and in 1929 he was transferred to the construction department working on the Orient extension, subsequently being appointed division engineer at Pueblo. In the summer of 1936, he was promoted to trainmaster, serving in that capacity at Slaton, and later at Wellington, Kan., and on August 1, 1937, he was advanced to district engineer at La Junta. Mr. Blair was promoted to chief engineer of the Western lines, with headquarters at Amarillo, in July, 1938, which position he held until his recent promotion.

MECHANICAL

W. E. Brautigam, assistant master mechanic of the Chicago, Milwaukee, St. Paul & Pacific at Deer Lodge, Mont., has been promoted to master mechanic at that point, succeeding **E. Sears**, who retired on September 1 after 44 years railroad service.

Jesse H. Davis, chief engineer-electric traction, of the Baltimore & Ohio, with headquarters at Baltimore, Md., will retire from railroad service on October 5. Born on October 7, 1874, at Forest City, Ark., Mr. Davis was graduated from the University of Arkansas with a B. E. E. degree in 1900. He entered railroad service in 1900 as an employee of the Choctaw, Oklahoma & Gulf (now Chicago, Rock Island

& Pacific), serving as assistant engineer on survey and construction. On March 17, 1901, he went with the Pennsylvania as draftsman in the electrical department at Altoona, Pa., serving in that capacity until October, 1905, when he left the employ of that road to become assistant electrical engineer of the Baltimore & Ohio at Baltimore. On May 10, 1909, he was promoted to the position of electrical engineer, and on September 1, 1924, was appointed chief engineer-electric traction, continuing the duties he formerly handled and in addition becoming responsible for the design and installation of the electrified facilities of the Staten Island Lines. This work was completed in 1926, and shortly thereafter, the University of Arkansas conferred upon Mr. Davis the degree of Electrical Engineer, in recognition of a paper presented by him concerning that electrification project.

Throughout his 38 years of service with the B. & O., Mr. Davis was actively engaged in the modernization and improvement projects of that road. He was large-



Jesse H. Davis

ly responsible for the substitution of electric lighting facilities for outmoded oil and gas lighting on B. & O. passenger cars. He designed, constructed, and supervised operation and maintenance of all power plant and allied facilities of the System. In July, 1929, he designed and tested the first completely equipped air conditioned railway passenger car, and supervised design for the first completely air-conditioned passenger car to go into commercial service in May, 1930. His achievements further included an automatic battery charging station at Locust Point, Baltimore, in 1941, and the fluorescent seat lighting arrangement in the waiting room of Union station, Washington, D. C. His research in electronics resulted in the discovery that radio waves could be used for insect extermination, a process which is now in operation in commercial plants.

Mr. Davis served as chairman of the Committee on Transportation sponsored by the American Institute of Electrical Engineers under the direction of the American Standards Association. He is a life member of the American Institute of Electrical Engineers; a member of the electrical section, engineering division, of the

Association of American Railroads; electrical section, mechanical division, A. A. R.; American Railway Engineering Association, and the American Transit Association.

C. A. Nicholson, assistant to the superintendent of motive power of the St. Louis Southwestern, has been promoted to assistant superintendent of motive power, with headquarters as before at Pine Bluff, Ark., succeeding **Edwin J. Kueck**, whose death on June 23 was reported in the *Railway Age* of July 3.

Alan Beardshaw, superintendent of motive power and car equipment of the Southern Ontario district of the Canadian National, with headquarters at Toronto, Ont., has been promoted to general superintendent of motive power and car equipment of the Western region, with headquarters at Winnipeg, Man., succeeding **John Kyle**, who has retired.

Mr. Beardshaw was born in Lewisham, England, on June 27, 1891, and entered railway service on the Grand Trunk (now part of Canadian National) at Toronto in November, 1912, later being transferred successively to Sarnia, Ont., Regina, Sask., Mimico, Ont., and Richmond, Que., where, in 1915, he was promoted to locomotive foreman. From 1916 to 1919 he served with the Royal Navy and returned to the C. N. R. as assistant foreman at Turcot, Que., in the latter year, being promoted to locomotive foreman shortly afterward. In January, 1935, Mr. Beardshaw was advanced to superintendent of motive power and car equipment, with headquarters at Toronto, which position he held until his recent promotion.

Mr. Kyle was born in Toronto on April 11, 1878, and entered railway service as a mechanical apprentice on the Grand Trunk (now part of the Canadian National) in 1893. In 1899 he went with the Canadian Pacific at Winnipeg and in 1903 he was appointed general foreman of the Canadian Northern (now part of the Canadian National), later being advanced to assistant master mechanic. In 1907 he was transferred to Edmonton, Alta., and in 1912 he was advanced to master mechanic at that point. Mr. Kyle was promoted to superintendent of motive power and car equipment at Edmonton in 1923 and in 1932 he was advanced to general superintendent of motive power and car equipment of the Western region, with headquarters at Winnipeg, which position he held until his retirement.

OBITUARY

Herbert Leigh Borden, vice-president and secretary and assistant treasurer of the Atlantic Coast Line at New York, whose death on August 5 was reported in the *Railway Age* of August 14, was born on November 28, 1863, at Goldsboro, N. C. Mr. Borden was employed in the railroad industry for over 56 years, having entered railroad service prior to 1887 as a clerk of the predecessor roads of the present Atlantic Coast Line. Subsequently, on November 17, 1902, he was elected secretary of the Atlantic Coast Line, becoming also assistant treasurer on December 9 of that

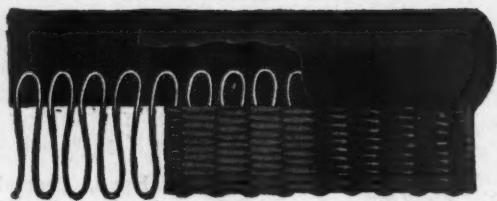
year, and vice-president on November 20, 1917. Mr. Borden also served as a director of the Atlantic Coast Line, having been elected to that capacity on November 17, 1914.

Fred H. Meincke, supervisor of locomotive operation of the Delaware, Lackawanna & Western at Scranton, Pa., died on August 30 of injuries received at Wayland, N. Y., when a freight engine collided with the Lackawanna Limited, a Delaware, Lackawanna & Western, New York-to-Buffalo express, in the cab of which he had been riding when the accident occurred. Mr. Meincke was 55 years old.

William H. Egan, general stationmaster at Pennsylvania station, New York, who was associated with the P. R. R. for 58 years, died of pneumonia on August 31, at a hospital in New York. Born in 1868 at Sandy Hook, Conn., Mr. Egan entered railroad service at the age of 16 as a freight brakeman on the Pennsylvania. In 1888 he was transferred to passenger service and subsequently served as a conductor. In 1897 he became assistant stationmaster of the West Twenty-third street (New York) ferry house, subsequently being transferred to Newark, N. J., and then to Trenton, where he remained until 1910 when the present Pennsylvania station at New York was completed and he was appointed its stationmaster. He became general stationmaster in 1928. Mr. Egan is said to have known every President of the United States from Benjamin Harrison to Franklin D. Roosevelt. He was well acquainted with the many celebrated personages who used Pennsylvania station in the course of their travels and was always on hand to greet them officially. Commenting editorially on the death of Mr. Egan, the New York Herald Tribune concluded, "Big Bill was part of the flavor of New York."

Richard M. Dozier, executive general agent of the Missouri Pacific Lines at Memphis, Tenn., and president of the Union Railway Company (Memphis terminal Company, controlled by the Missouri Pacific), died of a heart attack at Salida, Colo., on August 26. Mr. Dozier was born at Columbus, Ga., on January 24, 1880, and attended business college. He entered railway service in 1896 as a stenographer on the Southern at Columbus, later being transferred to New York, Louisville, Ky., and Washington, D. C., as stenographer and secretary in various traffic and executive offices. In 1905 he went with the Missouri Pacific as secretary to the vice-president at St. Louis, Mo., and in 1908 he was appointed commercial agent at Memphis. Mr. Dozier was promoted to assistant general freight agent at Omaha, Neb., in 1915 and a year later he was transferred to Memphis. From 1918 to 1920 he served as traffic assistant of the U. S. Railroad Administration at Washington, D. C., and in March, 1920, he returned to the Missouri Pacific as assistant freight traffic manager, with headquarters at Chicago. Five months later he was appointed executive general agent at Memphis, which position he held until his death.

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